

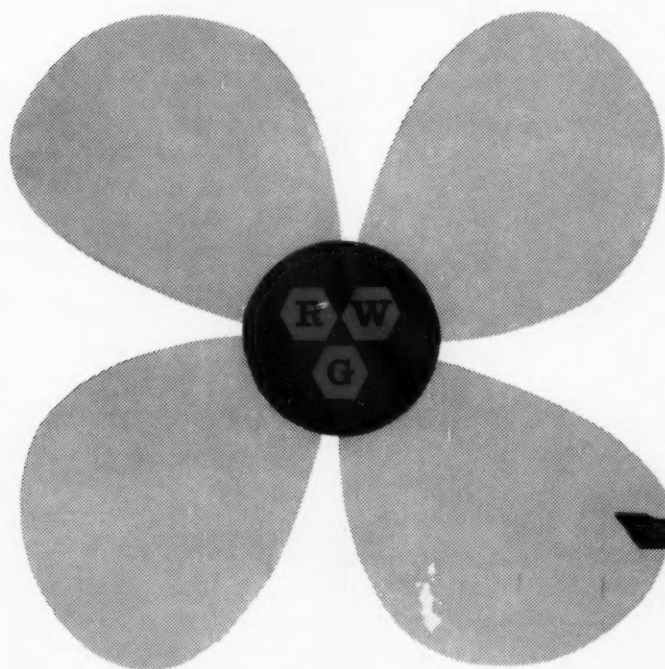
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VOL. 144 No. 3540

14 JUNE 1961

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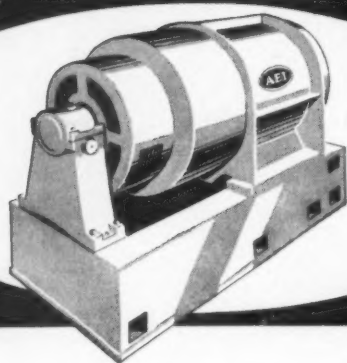
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Venice, in Canaletto's day, was one of the richest trading ports in the world, used by ships of all nations, like the Dutch and

English merchantmen in the picture. The Basin of Saint Mark, then the largest deep water harbour in Venice, has changed little in appearance, save that modern vessels have replaced the great sailing ships and galleys which once rode at anchor there.

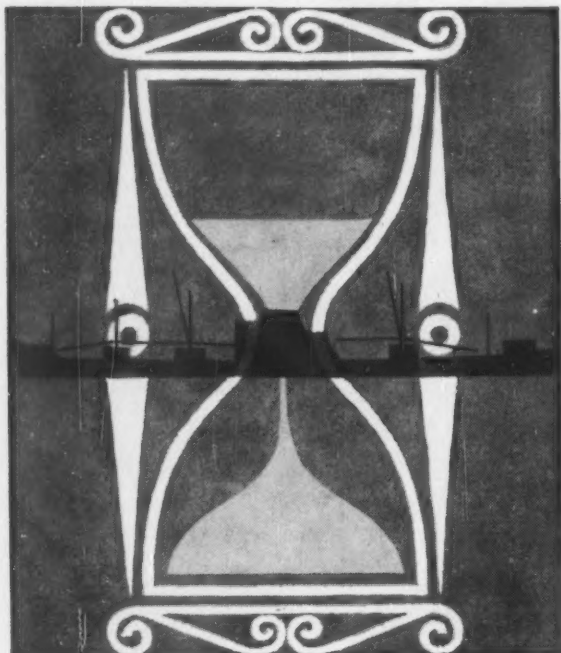
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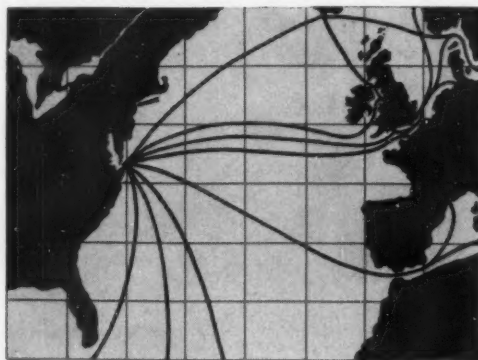
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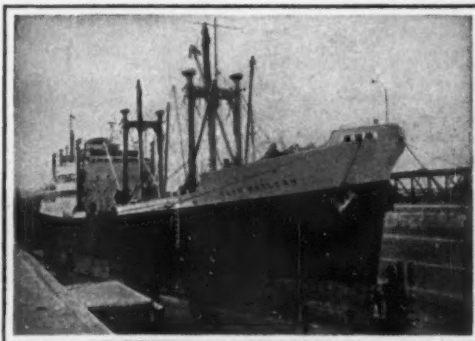
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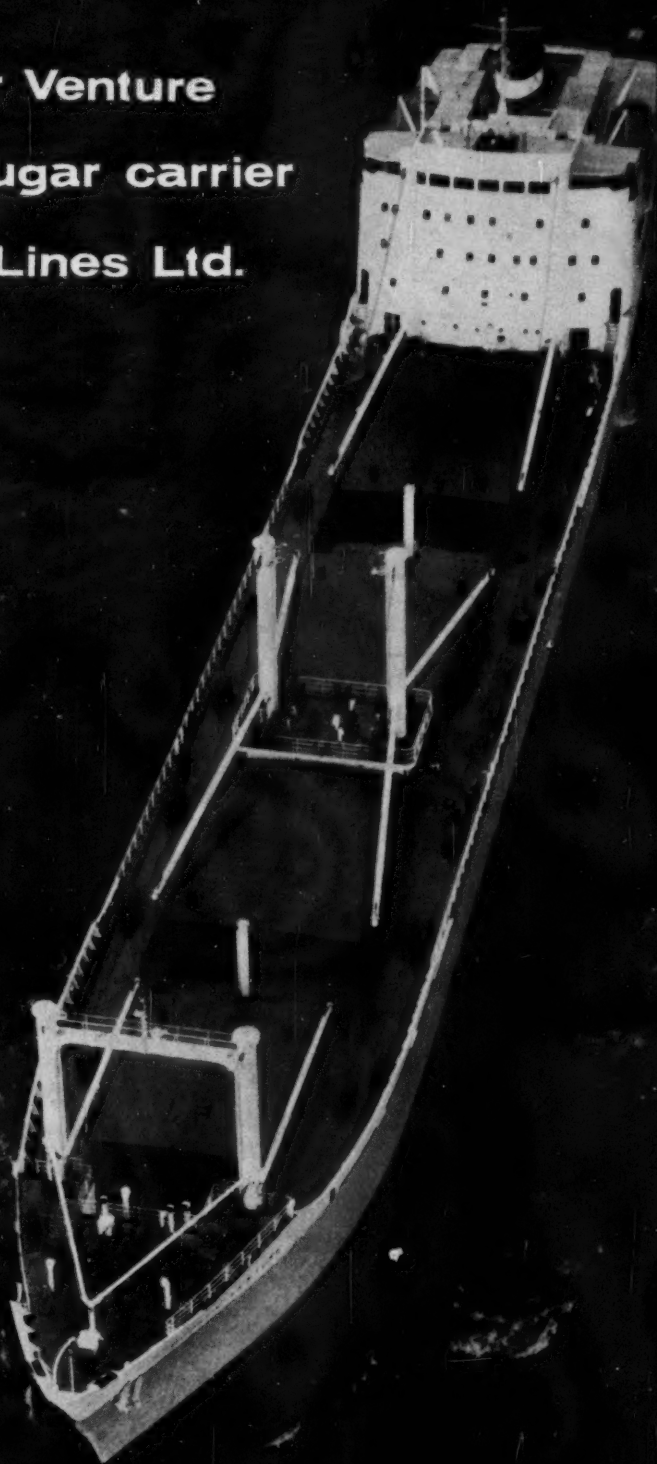


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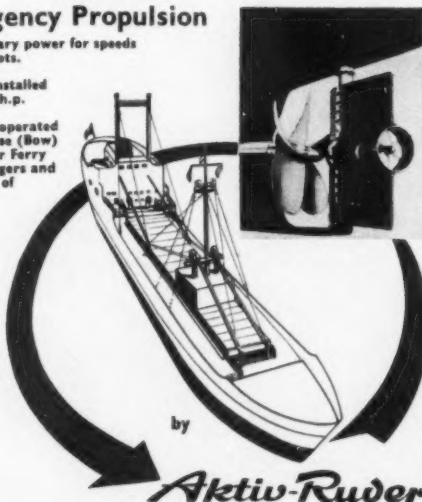
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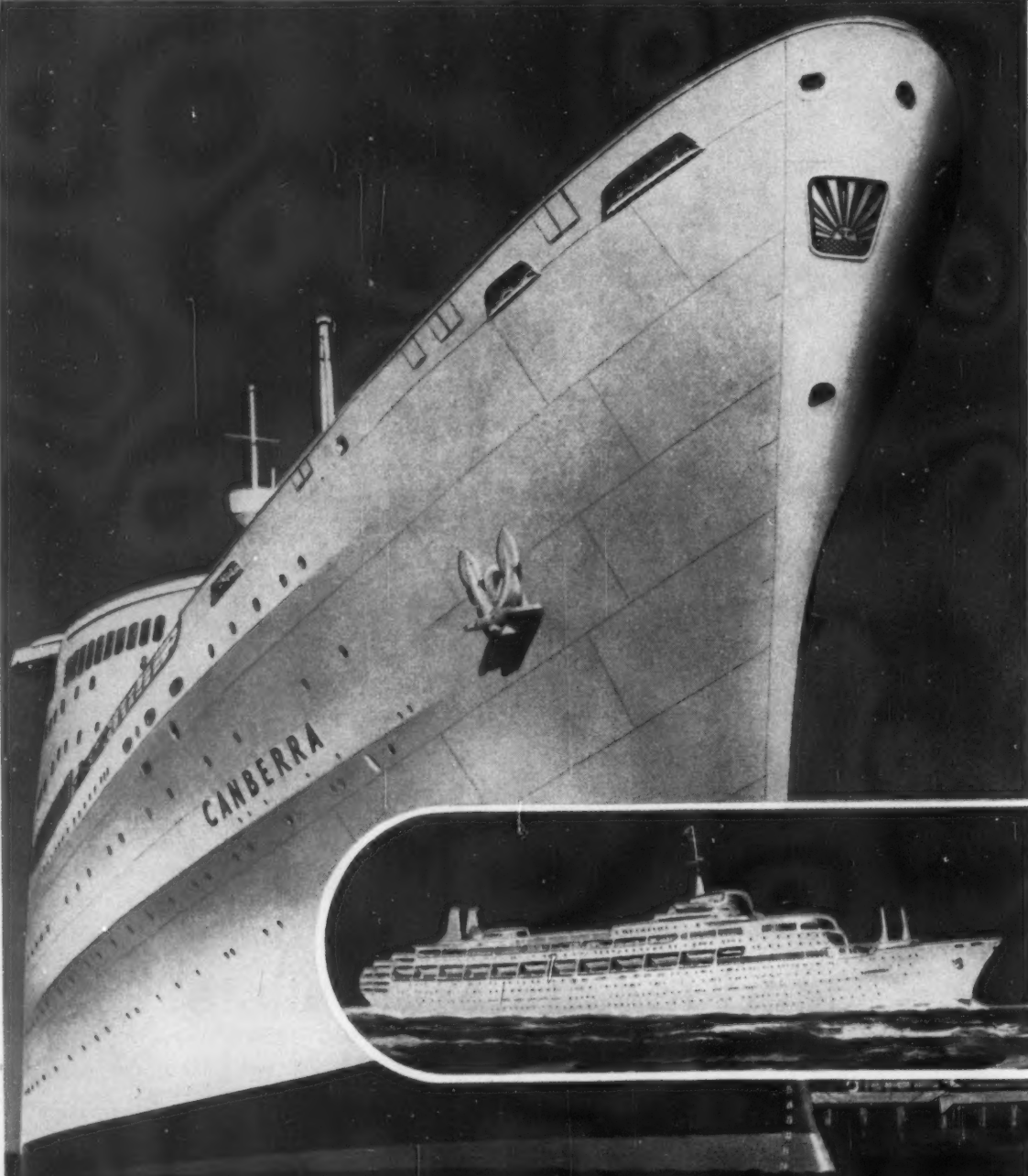
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THE SHIPPING WORLD

ANOTHER DEMARCATIION STRIKE

IT MIGHT have been thought that with unemployment growing in British shipbuilding and with the prospects for the immediate future anything but bright, demarcation strikes in British yards would cease. In fact, however, last week saw the entire force of shipwrights at Cammell Laird's yard at Birkenhead on strike because of a demarcation dispute with the boilermakers. The dispute is on an old subject—the fabrication of steel assemblies under cover—and the circumstances appear to do the unions little credit. An independent arbitrator gave a decision early in February on the dispute, and then gave an interpretation of his award late in March, but the two unions (the Shipwrights' Association and the Boilermakers' Society) are still not able to agree.

Cammell Laird is one of the first rank among British shipyards, both in size and in its use of modern methods of construction. Trade union leaders have suggested that the unwillingness of British shipbuilding to modernise itself is one reason for its present difficult position. Here is further convincing proof that this is not so. The yard, incidentally, is one of those in the running for the new Cunard contract, and the willingness of local union leaders to risk strikes in furtherance of their own sectional interests will not increase the chances of the order going to the Mersey.

The pity of the whole thing is that the dispute is on a matter which at heart is wholly artificial. Continental shipyards have shown the way to build ships without demarcation, and therefore without demarcation dis-

putes. The importance which Continental shipbuilders attach to reasonable flexibility in the labour force is shown by the present state of affairs at Cork, where the Dutch management of the Verolme shipyard has resisted for eight weeks a strike intended to bring in the out-dated British multi-union principle. The management at Cork know very well that a modern yard, built at today's prices, can only be made to pay its way by the use of today's methods. If the point cannot be won the yard has little hope of success, short of another shipbuilding boom.

The strike at Cammell Lairds is undoubtedly a tragedy at a time like the present, but it must in fairness be said that there have recently been some signs of a change of thinking on the union side of the industry. And on this aspect of the matter there is one point which has hitherto received little or no mention in public. The men from Thermotank and from other Clydeside firms who are going to work at Schlieker Werft in Germany for a period will be working in one of the most up-to-date yards in Europe, where Continental trade union principles apply. When they return, the contrast with British practice will be obvious to them, and it must be at least a possibility that the leavening of new ideas which they will bring back with them will have some effect. How good it would be if a substantial cross-section of Clydeside shipyard workers could go in turn to Schlieker Werft and experience Continental methods in action!

Current Events

OEEC Survey in the Shipping Situation

"IT IS REASONABLE to suppose that as a result of steadily increasing trade, the demand for and supply of dry-cargo tonnage will come closer together in the months ahead, but this will not apply to the tanker market, where the supply of tonnage is still well in excess of requirements." This is the reasoned conclusion adopted in the annual report of the OEEC Maritime Transport Committee. In a chapter on international shipping problems, the report refers particularly to flag discrimination, and notes that many governments have continued during the year to follow restrictive and discriminatory shipping practices in order to secure cargoes for shipment by the national flag. It points out that a solution to this problem will be even longer in coming if the normal commercial processes continue to be disturbed by discriminatory action of this nature. One of their effects is to keep in operation or bring into existence tonnage which is not required for the most efficient and economical carriage of international trade, and thus to aggravate the surplus ton-

nage situation. The report also refers to the problems raised by the flags of convenience. Total tonnage registered under these flags has been reduced in 1960, and under present conditions in the freight market, when profits are small or non-existent and consequently exemption from taxation is of less consequence, the inducement to register ships under flags of convenience is diminished. It is pointed out, however, that the main basic problems inherent in the use of flags of convenience still remain.

Bridging the Gap

TWO CLYDESIDE SHIPYARDS have adopted different methods of providing work for their employees during the gap between the completion of existing work and the arrival of new orders for ships. Barclay, Curle & Co Ltd have announced that they will build a 12,000 to 14,000-dwt cargo ship to the highest specifications, "on spec". This follows the completion of the *Hopecrest* and the pending launching of a refrigerated cargo vessel

now under construction. To bridge the order gap the management has accepted the challenge of the times and will keep its workers in continued employment, although no specified client has been named for the new ship. The yard employs some 1,100 workers and despite the falling off in demand for new ships, that labour force has been maintained. The men have been advised of the situation and have been asked to make suggestions for any improvements which will provide a better or more economic ship. This is the first speculative job tackled by the Clyde since the days of the depression, and at current costs is a positive indication of the anxiety to keep a good labour force intact. The Blythswood Shipbuilding Co Ltd, of Scotstoun, has begun caravan construction to retain key workers affected by the scarcity of shipping orders. This work is being done at the Braehead works of the firm and is employing joiners normally engaged on ship construction work. Ten luxury caravans to the company's design are a first exploratory development. Extension of the work will depend on the reaction of the caravan market to this design. Blythswood has some 600 workers engaged on their last tanker contract. This compares with the normal employment capacity of 1,200. The management is meanwhile exploring other diversified work to maintain key employees who would otherwise be idle.

Modern Motorships Change Hands

MODERN MOTORSHIPS changing hands are always of interest although in general no great number of such ships becomes available for disposal; and when they do they are not usually long finding a buyer. The past week or so has brought quite a crop of such deals. German owners have disposed of the modern 11,710-dwt *Santa Ines*, built at Hamburg in 1958. This has gone to the Trans Oceanic S.S. Co of Karachi, for about £500,000 and she is for fairly prompt delivery at Hamburg, and will be renamed *Ocean Energy*. The *Santa Ines* has accommodation for 28 passengers and is propelled by a M.A.N. oil engine developing 4,000 bhp for a 13-knots service speed. The sellers, the Hamburg South America concern, are understood to have six new 20-knots vessels building in German yards, and five more vessels are for disposal to make way for the new and faster vessels. The other German deal is the *Thorstrand*, built at Burntisland in 1949, which has been bought by the Poseidon Schiffahrts GmbH, although no price has been reported. The ship has been bought from A/S Thor Dahl, Sandefjord, and will be renamed *Transeuropa*. She is for service between Europe and the Great Lakes and carries 6,180 dwt. She has accommodation for 12 passengers, and has a 4,400-hp oil engine which gives her 15 knots. At home Ben Line Steamers Ltd have bought the 1944-built motorship *Japanese Prince*, and although buyers and sellers are not talking about price, it is believed that she has realised something in the region of £260,000. She has a deadweight of 11,122 tons and the new owners will take her over at Hong Kong in August and rename her *Benlarig*. Last year, it will be recalled, Ben Line bought two turbine ships of wartime vintage from Canadian Pacific. From the Far East details have now filtered through regarding two modern Japanese ships which have been sold to Osaka Shosen K.K. The 1958-built *Toko Maru* has realised £680,000, and the 1957-built *Ginko Maru* about £400,000. Both are motorships, and they will trade in future as the *Monbasa Maru* and *Cape Town Maru* respectively.

Increasing Tonnage Values

THE SLOW RISE in ship values for dry-cargo vessels which has been apparent over the last few months must

inevitably give rise to the situation where owners should consider whether the existing values for insurance purposes are adequate when compared to the market values shown by current sales. This is particularly true of war-built tonnage. Depending, however, on the practice which has been adopted over the past few years, it may well be prudent to consider the merits of additional insurances on disbursements for increased value and possibly voyage freight or freight for time before any drastic alterations of the values in the hull policies. As is well known, there are limits to the amounts which may be insured on these subsidiary shipowners' interests. These are set out in the disbursements' clause which is included in most British and American hull policies, but in each case it is advisable for the owner to discuss this matter with his marine insurance brokers. In the past the approach of shipowners to the problems of values for which their vessels are insured has varied considerably. Some tended to leave values severely alone, and as a consequence one often found a wide gap between market values and insured values. Other owners pay close attention to the comparison of insured values with market sales of similar vessels, and after a suitable interval, if necessary, adjust their insured values accordingly.

An Awkward Position

THE MAIN DIFFICULTY always is to judge when and how to change values and how to adjust any insurances on subsidiary shipowners' interests to the best advantage. Looking back on the period between the latter part of 1957 and October 1958 it will be remembered how difficult it was at any time to decide whether the fall in shipping values was of a temporary character related only to a short depression in the freight market. Unfortunately events have proved that it was to continue for over three years. Most marine insurance brokers will also remember the number of occasions during this period when they were called into consultation on this problem and had to explain awkward practical questions of constructive total loss cover which arise when a high insured value is maintained for a vessel with a much lower market value. The more farseeing brokers were also bound to present the position to their clients which would have to be faced eventually under the Joint Hull Formula for increases and decreases in value, when shipping values might rise and require an upward revision of insured values. For dry-cargo owners there are quite a number of indications that this contingency is now a current problem.

Size of Ore Ports

IN RECENT YEARS port authorities have had difficulty in anticipating the great increases which have taken place in the size of vessels being used, particularly for the transportation of cargoes in bulk. Speaking at the annual meeting of the Tyne Improvement Commission Mr Arthur C. Everett, the retiring chairman, mentioned that it was only ten years since the Tyne iron ore quay was designed, "and at that time we thought there was ample margin in the discharging plant" for any increase in iron ore imports that might be expected. "We knew in fact that it was capable of working at more than twice its projected rate. What we did not know was that instead of the ships then in the trade we should be required to take 35,000-tonners and that even bigger ships would be coming." During the year the dredged berth has been widened to a distance of 120ft from the quay face, so that modern ore carriers can be accommodated. But there are complications, not the least of which is that the kangaroo cranes have insufficient outreach to discharge cargo from the holds of these ships without using inboard appli-

ances. It is good to learn from the annual report of the Director of Hydraulics Research for 1960 (HMSO, price 5s) that the Steel Company of Wales and the British Transport Commission have revised upwards their ideas of facilities for ore carriers which are planned for Port Talbot. Two years ago a plan to enlarge the present docks to enable 25,000-tonners to enter was being considered. Now it is proposed to build a new port capable of taking ore carriers of 60,000 dwt, and the hydraulics research department of the D.S.I.R. has been asked to make a model investigation of possible designs.

Lord Winster—Advocate of Sea Power

LORD WINSTER was a friend of the Merchant Navy and, despite his politics, a friend of the shipping industry also. He had the forthright views of a Naval officer and the courage to step over the Party line when his convictions told him so. Thus as Lieut-Cdr R. T. Fletcher, MP, he never lost an opportunity in the years before the last war of championing the cause of sea power, in which he believed profoundly, at a time when his fellow politicians were disapproving our puny rearmament programme. More than any other MP at the time, Conservatives included, he acclaimed the dependence of Britain on its Merchant Navy. And he recognised that this meant supporting the shipping industry in its struggle to survive the combined effects of emergence from depression and the onslaught of foreign subsidised competition. The Government of the day preached a complacent policy. Most labour politicians could not shake their minds free from a cartoonist's vision of affairs in which sweated seaman huddled together in tiny, dirty fo'c'sles. It was Fletcher and Shinwell who largely helped to change the pattern of Parliamentary thought in relation to the shipping industry. But the war was upon us to prove once again the truth of the doctrine of sea power before anything effective had arisen out of the change. Fletcher served for a time during the war as P.P.S. to the First Lord of the Admiralty (Mr A. V. Alexander, as he then was) but resigned on a matter of policy and, in disgust, discarded his "Lieut-Cdr"; a few days later he became a baron and continued to serve his Party in the House of Lords, for a time as Minister of Civil Aviation. He had for many years been president of the Merchant Navy & Airline Officers' Association and of its forerunner the Navigators' & Engineer Officers' Union.

Another Diesel-Electric Ship

AN ORDER worth more than £200,000 for the diesel-electric propulsion machinery in a hydrographic survey vessel for the Royal Australian Navy has been awarded to The English Electric Co Ltd, London. The vessel, of about 2,300 tons, will be equipped with a helicopter. The 5,000-shp twin-screw machinery will be powered by three 16-cylinder diesel engines of the CSVM type, each with a service rating of 1,987 bhp at 800 rpm. The three 1,330-kW main generators will drive two 2,500-shp 900-volts propulsion motors. Diesel-electric propulsion has been much in the news lately; but while the advantages of this type of propulsion are tending to become more important, and its disadvantages less important, the sudden interest at present is due more to the building of ships for which this machinery happens to be well suited than to any sudden change in economic factors. Of the two cable ships recently completed in Great Britain, the *Alert* has diesel-electric machinery by A.E.I., and the *Retriever* by English Electric. Other English Electric installations on order include one of 9,000 shp for a New Zealand Government ferry, and one of 6,000 shp for the cable layer recently ordered from Cammell Laird by Cable & Wireless.

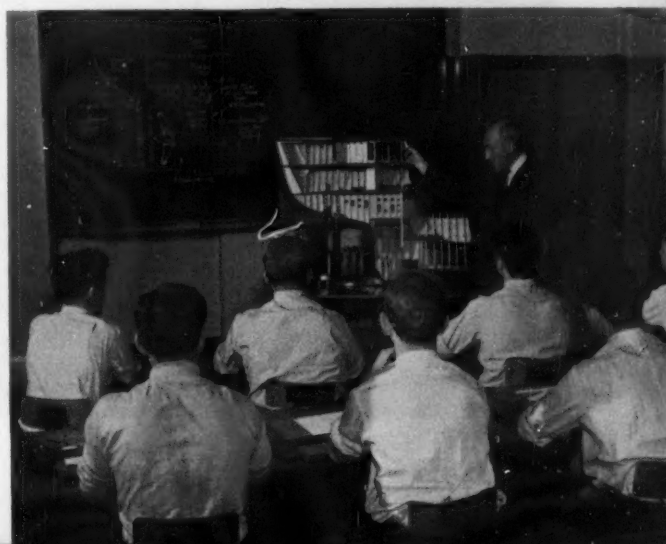
"Partners in Progress"

THE THEME and its treatment are alike worthy in the booklet which was brought out by Alexander Stephen & Sons Ltd to mark the recent visit by the Duke of Edinburgh to the firm's works school. The booklet is written in a pleasant and fluent style which is often lacking in works of this sort, and it is attractively styled and printed. Similar commendation can be given to the firm's training facilities, which are notable enough to have merited the Duke of Edinburgh's visit during Commonwealth Technical Training Week. Provision is made for every type of training, and bursary and award schemes permit apprentices of sufficient ability to reach the highest levels of education and position. Beginning in the 1930s, Stephens have steadily expanded their facilities for training and teaching. Today the staff consists of seven trade instructors from within the firm (all of foreman status) together with five teachers seconded from Glasgow Education Authority. The instructors deal with trade theory, and the teachers with mathematics, mechanical science and technical drawing. Among other features of the school, mention must be made of two which are unusual. Candidates for apprenticeships are selected by methods similar to those used by the Services, with written papers, aptitude tests conducted under the guidance of the Applied Psychology Unit of Glasgow University, and a "country house" type of overnight selection course. Commercial apprentices are also taken, and learn the latest costing and accounting methods: the firm employs punched card accounting machines and an electronic computer on this side of its business.

Improved Working in Chinese Ports

IMPROVED WORKING is reported from Shanghai, the largest port in China, where the average amount handled per dock worker in an eight-hour shift has been increased to 23 tons, which is 4 tons over the previous peak level. This improvement is the result, it is stated, of improved management and organisation, and of the large-scale introduction of mechanisation. Improvement is reported also from the Yangtse port of Chungking, where the time of turnaround for ships has been reduced by about one-third in the past six months, to an average of 1.68 days. Here also, improved organisation and increased mechanisation are responsible for the improvement, and it appears that the dock workers have set themselves as a target the handling of an average of 1,000 tons of cargo per team in an eight-hour shift. Some 80 per cent of the teams have already achieved this target, some of them reportedly reaching levels of 2,000 and 3,000 tons.

Apprentices under training at the shipyard of Alexander Stephen & Sons Ltd



ON THE "BALTIC"

THE APPROACH OF THE SUMMER MONTHS

By BALTRADER

WITH summer weather conditions in Europe cutting the demand for imported animal feedstuffs to a minimum and harvest prospects still uncertain, the months of June, July and August are usually the quietest and weakest of the year on the freight markets. Lack of activity in the trans-Atlantic grain trades over this period usually coincides with exceptionally weak conditions in the Far East, because China's new season export programme does not begin before the autumn, and Australia's grain export trade is usually proceeding rather slowly after the feverish activity of the early months of the year. The North Pacific, too, is usually quiet during the midsummer period because grain exports to Europe tend to fade away in face of competition from the nearer sources of supply on the east coast of the North American continent, such as the St Lawrence, Great Lakes, and later in the summer, Churchill. Luckily for owners the summer doldrum period this year has been delayed by the tremendous eastward demand which has been the mainstay of the markets for many months and it is only in the past week or two that charterers have had any success in discounting the peak levels reached last month.

It is almost a certainty that easier conditions will be a feature of the freight markets in the coming months, but nevertheless there are a number of factors which will help to keep the tendency in check. As always, politics play their part, and these days a firming influence on the markets throughout the year is the closing of the American market to Cuban sugar and the consequent long haul for millions of tons of sugar from Cuba to Russia and China. Shipping additionally benefits from the fact that the United States has to find alternative sources of supply, which are bound to be further afield than nearby Cuba. Within the past fortnight, for example, owners have been pleased to discover that substantial quantities of sugar are about to be shipped from both India and Australia to the United States, in both cases employment which will assist owners to get out of the Far East area.

Chinese Grain Imports

Another factor which has already played a big part in strengthening the markets so far this year, and which is likely to have a continuing influence during the summer, is the big Chinese grain import programme brought about by that country's disastrous droughts, floods and other natural disasters in recent years. China already has a large fleet of modern ships which she timechartered for varying periods earlier in the year and if, as seems likely, the majority of these vessels are kept on over the next few months, the market will benefit considerably by their absence. If in addition China continues to take vessels on a voyage basis this summer to cover cargoes from both British Columbia and Australia the Eastern markets generally will obtain some much needed additional inquiry.

One factor which does make forward market forecasting even more difficult than usual these days is the constantly growing practice of arranging trade on a bulk basis. More often than not governments or government organisations are involved on one side or the other and the proud seller announces the sale to the world. Such announcements are useful for owners and often help to strengthen their resolve to hold out for higher rates, but

they also have an unsettling effect on the freight markets as a whole.

In recent years Russia has often expressed her intention of steadily building up her export trade and owners today are reminded of this by the surprising variety of cargo quoting from the Russian Black Sea ports. There is nothing new about grain from the Black Sea to the U.K. and Continent, which was quoting last week, but in addition Russian grain was quoting from the same loading area to Cuba, Brazil and Basra. Other Black Sea quotations included cement to the Persian Gulf, refined sugar to Port Sudan, pig iron and coal to Japan, and general cargo and fertilisers to Malaya and Indonesia.

The Freight Markets

There were further signs of weakness in a number of trades last week but scrap rates, which have been a feature of the markets for so long, held up fairly well. Fixtures included *Hellespont*, 9,500 dwt for cargo, 475,000 cu ft bale, with scrap from the U.S. Gulf to Japan at \$145,000 f.i.o., June 12/26, and the same rate was also paid for July. Similar type Liberty tonnage was fixed from the U.S. Atlantic to Japan for August at \$142,500 f.i.o., and for September at \$137,500. The rate for sugar from Cuba to China was further reduced and by the end of the week a June vessel had been fixed at 120s f.i.o. basis South China discharge, charterers' taxes, route via Suez or Cape of Good Hope, owners' option of proceeding via Panama at 7s less. The *Silverbeck* was fixed with bagged sugar from Cuba to Tokyo/Hakata range at \$14 f.i.o. with charterers' taxes, August 1/31.

The trans-Atlantic grain trades continued very quiet but several tankers were fixed including the *Giovannella d'Amico* with 18,000 tons of wheat from the St Lawrence to Poland at \$3.75 f.i.o., July 10 cancelling, and the *Atlantic Unity* with 30,000 tons of grain from the U.S. Gulf to Antwerp, Rotterdam or Amsterdam at \$105,000 f.i.o., July 12/22. Hampton Roads coal fixtures included *Lavaux* at \$10.50 free discharge on usual terms, June 25/July 10, and the *Ocean Seigneur* for similar business to Kawasaki direct at \$9.25 free discharge, with 6 days Shinc, August 25/September 25.

On the North Pacific the *Cruzeiro do Sul* was fixed with wheat to East Coast India at 67s 6d free discharge, option West Coast at 2s 6d extra, loading as far ahead as September 1/30. The *Hera*, 9,500 dwt for cargo, 475,000 cu ft bale, was fixed with scrap from California to Japan at \$80,000 f.i.o., June 20/July 3. A lower rate was paid for copra from the Philippines to Antwerp/Hamburg range with the fixture of the *Alexander S.M.*, 500,000 cu ft bale, at 17 cents per cu ft bale f.i.o., June 15/30. On the outward market fixtures included *Gruz* with bagged fertilisers from Bremerhaven to East Coast India at 70s f.i.o., July 12/31.

Timecharter fixtures during the week included *Irish Ash* (ms), 10,730 dwt, 557,000 cu ft bale, 14 knots on 16 tons diesel oil, at \$4 per ton, delivery passing Lands End, redelivery Far East, 2/4 months trading, July 10/25. Also *Anoula A* (ms), 9,250 dwt, 500,000 cu ft bale, 9½/10 knots on 7/8 tons diesel oil, at 23s per ton, delivery Venice, redelivery Indonesia, trip out, June 24/27. The *Windsor* (ms), 10,044 dwt, 492,775 cu ft bale, 13¼ knots on 13½ tons fuel oil plus ½ ton diesel oil, was fixed for five months trading at 23s per ton, delivery Japan, July 17/August 12.

NEWS FROM OVERSEAS

From THE SHIPPING WORLD'S Own Correspondents

Chinese Ships on Order

THE KEEL of the first of nine vessels to be built under a replacement programme sponsored by the Nationalist Chinese Government was laid at the Uraga Dock Company's yard on May 17. Marking the beginning of a new merchant fleet for Nationalist China, the keel-laying ceremony included Shinto religious rites. The keel was for a 12,500-dwt passenger cargo liner ordered by the Chinese Maritime Trust Ltd, of Formosa. Lengthy negotiations for the construction of the nine vessels were conducted last year between Japanese shipbuilders and the Central Trust of China, which represented the Chinese shipping companies concerned.

Orders have been placed for another 12,500-dwt liner of the same type with the Mitsui Shipbuilding & Engineering Co Ltd, and for a 3,600-dwt cargo vessel with the Kasado Dockyard. Negotiations are continuing for the construction in Japan of a second ship of 3,600 dwt, and for a dry-cargo liner of 15,000 dwt. Two other 12,500-dwt liners have been ordered from the Ingalls-Taiwan shipyard at Keelung, Formosa, and two of 5,500 dwt from Italian shipbuilders, making a total of nine as envisaged under the programme. Each of the four 12,500-dwt liners ordered in Japan and Keelung will have luxurious accommodation for 12 passengers. They are to be assigned to a Formosa-Japan-New York liner service.

The one under construction at the Uraga Dock Company is Hull No 798. It is due to be launched at the beginning of October and to be delivered in the middle of December. Principal particulars are as follows:

Length o.a.	518ft
Length b.p.	482ft
Breadth moulded	69ft 6in
Depth moulded	41ft
Trial speed	20.5 knots
Service speed	18.5 knots
Main engine	Uraga-Sulzer 8RD76 diesel engine de- veloping 12,000 bhp at 119 rpm

At the time of the launching Mr C. Y. Tung, chairman of the board of the Chinese Maritime Trust Ltd, was in the United States, and in his absence Mr K. L. Chen,

managing director of the company, struck the welding arc at the keel-laying ceremony.

Plans for Japanese Bulk Carriers

TENTATIVE PLANS for a big expansion of Japanese bulk carrier tonnage have been drafted by iron and steel firms. The plans envisage the construction of a possible total of 81 vessels in the 45,000-dwt class within the next five to 10 years. Such a fleet is believed to be necessary to carry the expected increase in coal and ore imports during the period. It is estimated that by 1970, imports will be at the rate of 50 mn tons of iron ore and 22 mn tons of coal annually, with most of it coming from distant sources. Proposals said to be still under study for building and operating the vessels were: (1) iron and steel companies to build them for operation by shipping companies; (2) foreign shipowners to build the ships for chartering under long-term contracts; (3) establishment of a special corporation to build and operate them.

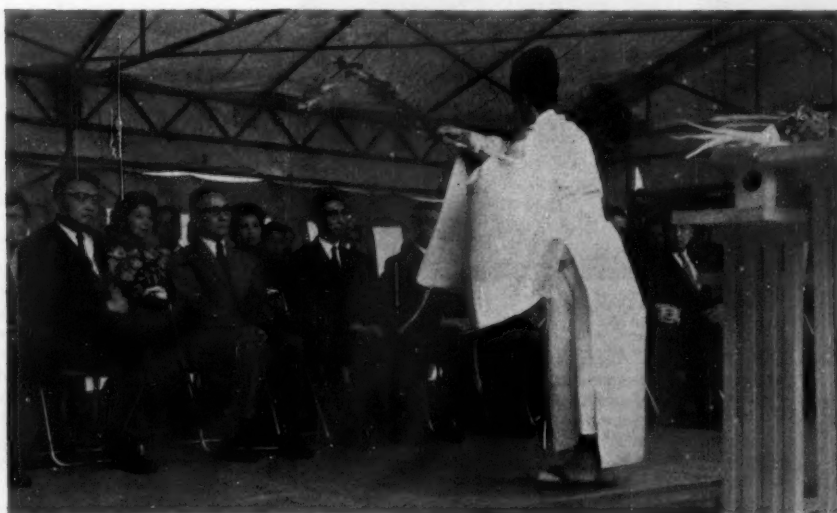
Japanese Shipbuilding Orders

A JAPANESE Ministry of Transportation survey showed that the country's shipbuilding order backlog of 150 vessels totalling 2,255,000 grt on January 31 was the fourth largest in the world. The figure represented 12.5 per cent of the total tonnage on order throughout the world, according to the survey, and was approximately equal to the annual capacity of Japanese shipyards. The Ministry also said that during April it had approved contracts for eight ships totalling 114,620 grt (182,290 dwt). Included were one tanker of 28,800 grt (47,300 dwt) and four dry cargo vessels each of 12,120 grt for Japanese owners, and three tankers totalling 73,700 grt (116,600 dwt) for export.

American Shipping Notes

THE *Walter A. Sterling*, newest ore carrier to be built to the maximum Great Lakes length of 730ft, was launched on May 18 from the yard of the American Shipbuilding Co at Lorain, Ohio, on Lake Erie. The ship, owned by the Cleveland-Cliffs Iron Co, is noteworthy as an exceptionally large "jumboisation" job. Her bow

A Japanese Shinto priest waves a sacred hinoki tree branch before Japanese and Chinese executives as part of the religious rituals observed in the keel-laying ceremony at Uraga Dock on May 17 for a 12,500-tons cargo-passenger liner, the first of nine vessels to be built under a replacement programme sponsored by the Nationalist Chinese Government



and stern are those of a war-built T3-type tanker, while her 510-ft midbody was built at the Schlieker Werft, Hamburg, and towed across the Atlantic and up the Seaway, for incorporation into a 22,400-dwt carrier.

Two cargo liners recently completed under the replacement programmes of a Gulf and a Pacific Coast line, respectively, have turned in records of outstanding performance. The 506-ft *Del Rio*, of the Mississippi Shipping Co (Delta Line) of New Orleans, recently returned from her maiden voyage to the east coast of South America, reporting a sustained speed of over 19 knots, using only 80 per cent of her 8,340 hp, though her rated cruising speed is 18. Her unusual complement of 17 hatches—15 of them in thwartships groups of three between the forecastle bridge and the engineroom structure aft—also greatly facilitated cargo-handling, her owners report. At San Francisco, American President Lines recently took delivery of the 563-ft *President Lincoln*, first of two "Searacer" type cargo ships, with the statement that she had "exceeded our expectations" on her trials. The 17,500-hp ship attained a top trial speed of 24 knots.

Modernisation in Grand Harbour

THE MODERNISATION of Malta's port facilities in Grand Harbour, a major scheme within the Development Plan for Malta, is now nearing completion. A new quay about 1,600ft long with a minimum of 32ft depth of water will accommodate four ships of about 3,500 dwt (the normal size for ships on the Mediterranean routes) or bigger ships up to 18,000 dwt. Three transit sheds with a total floor area of 92,500 sq ft are also being provided. The new quay and these sheds should be ready in October of this year, while a grain silo capable of storing 12,500 tons (a three-months supply of wheat) and the associated equipment for bulk handling will be in use in May. The Government of Malta has earmarked over £3 mn for this scheme.



NEW NORWEGIAN TANKER

The motor tanker "Radny", 34,100 dwt, has been delivered to the Rederi A/S Ruth (Mr Hagb. Waage), Oslo, from the Gothenburg shipyard of A/B Gotaverken. The principal dimensions are length o.a. 685ft 11in, length b.p. 625ft, breadth moulded 86ft, depth moulded 47ft and draught 34ft 10in. There are 13 centre and 16 wing tanks provided for the oil cargo, the total capacity of which is 1,680,000 cu ft. The propelling machinery consists of a 10-cylinder turbocharged Gotaverken diesel engine developing 12,500 bhp at 115 rpm. This power gives the vessel a speed of 16 knots fully loaded.

Birthday Honours

Awards to Maritime Industries

THE MAIN item of interest to the shipping industry in the Birthday Honours List, which was published on Saturday, is the award of a knighthood to Mr Reginald MacTier, a partner in Alfred Holt & Company and lately chairman of the Liverpool Steam Ship Owners' Association and the General Council of British Shipping. Other new knights include Mr Harold Snow, deputy chairman and managing director of the British Petroleum Co Ltd, and Mr William Allen, chairman and managing director of W. H. Allen, Sons & Co Ltd. Sir Lawrence Edwards, chairman of the Middle Docks & Engineering Co Ltd, is created a K.B.E.

Other awards of maritime interest include the following:

C.B.E.: Mr C. F. Barnard, executive vice-chairman, Mirrlees, Bickerton & Day Ltd.; Capt R. E. Cowell, marine superintendent, Peninsular & Oriental Steam Navigation Company; Lieut-Col T. M. Lawrie, chairman, Scottish Group Committee, and vice-chairman, National Council and National Executive Committee, National Association of Port Employers; Mr E. Norton, B.E.M., research director, Yarrow & Co Ltd; Mr D. C. L. Williams, secretary, Department of Shipping and Transport.

O.B.E.: Mr J. B. R. Davies, Principal, Ministry of Transport; Capt G. W. Dobson, master, *Devonshire*, Bibby Line Ltd; Mr K. W. Edwards, formerly vice-chairman of the Australian Coastal Shipping Commission; Mr W. Gibson, Director of Marine, North Borneo; Mr W. G. Hunt, deputy chief mechanical engineer, Ministry of Transport; Capt F. E. Jackson, senior cargo superintendent, Glen Line Ltd; Mr A. R. Macrae, chief engineer, London Airport, Air Ministry; Mr J. Melville, technical manager, Vickers-Armstrongs (Shipbuilders) Ltd, Barrow; Mr E. W. Parry, director and engineering manager, Cammell Laird & Co (Shipbuilders & Engineers) Ltd; Mr L. V. Smith, M.C., president, Maritime Services Board, State of New South Wales; Mr T. Suttar, Deputy Chief Inspector of Sea Fisheries, Department of Agriculture and Fisheries for Scotland; Mr G. R. Torrible, marine superintendent, China Navigation Co Ltd.

M.B.E.: Capt J. L. I. Anderson, Dockmaster, Leith Dock Commission; Capt T. N. Beaton, master, *Granwood*, William France, Fenwick & Co Ltd, London; Mr F. W. Fowler, first radio officer, *Rangitata*, New Zealand Shipping Co Ltd, London; Mr T. G. C. Harrop, B.E.M., electrical manager, J. I. Thornycroft & Co Ltd, Southampton; Mr W. H. P. Moore, Senior Inspector of Ships' Provisions, Marine Survey Office, Glasgow, Ministry of Transport; Capt A. P. J. Paterson, D.S.C., master, *White-wing*, General Steam Navigation Co Ltd; Mr W. F. Peck, trawler skipper, Northern Trawlers Ltd, Grimsby; Mr J. J. Rowland, head of Marine Department, the Electrical Apparatus Co Ltd, St Albans; Cdr H. Sobey, master, Ocean Weather Ship *Weather Adviser*, Air Ministry; Mr W. O. Welch, chief engineer, *Gartwood*, Constantine Lines Ltd, Glasgow.

LARGE SHIPS are now able to sail direct from Leningrad through a network of large canals and rivers, to ports on the Volga, the Kama and the Don, and into the Black and Caspian Seas. This has become possible as a result of the completion of the first two sections of the new Volga-Baltic waterway at Vytegorok and Belousov, which have been building for three years. A 35-miles channel for big ships has been cut through the bed of Lake Beloye.

THE FORMAL INVESTIGATION into the loss of the motorship *Lesrix* between October 31 and 1 November 1960 in the vicinity of Portland Bill and Start Point will be held on July 25 at the Council Chamber, Hull.

RECENT SHIP SALES

MOTOR tanker *Ringerd* (12,333 dwt, 8,218 grt, 4,680 nrt, built 1951 by Harland & Wolff Ltd) sold by Ringdals Rederi A/S to B. Stolt-Nielsen & Sonner A/S, Haugesund, for about £200,000 and to be renamed *Stolt Vietor*.

Motor vessel *Santa Ines* (11,710 dwt, 8,995 grt, 6,664 nrt, built 1953 by Howaldtswerke Hamburg A.G.) sold by Hamburg Sud-Amerika D/S to the Trans-Oceanic Steamship Co Ltd, Karachi, for about £500,000 and to be renamed *Ocean Energy*.

Motor vessel *Javanese Prince* (11,122 dwt, 8,875 grt, 5,275 nrt, built 1944 by Blythswood Shipbuilding Co Ltd) sold by Prince Line Ltd to Ben Line Steamers Ltd for between £260,000 and £270,000 and to be delivered at Hong Kong during August. She will be renamed *Benlarig*.

Cargo steamer *Scituate* (ex-*Etrusco*, ex-*Fort Poplar*, 10,330 dwt, 7,210 grt, 4,541 nrt, built Vancouver 1942 by Burrard Dry Dock Co Ltd) sold by Victor Transport Corporation, Monrovia, to Italian trading buyers "as is" Arendal for £65,000. She had been idle since September 1958.

Motor coaster *Lady Sonia* (ex-*Parkstone*, ex-*Apollinaris II*, 225 dwt, 199 grt, 119 nrt, built Zaltbommel 1929 by J. Meyer's Shipbuilding Co) sold by Thomas Watson (Shipping) Ltd to other British buyers.

Motor vessel *Ulla* (ex-*Kalmarsund V.*, ex-*Elsy*, 770 dwt, 499 grt, 295 nrt, built 1944 by Kalmar Varv) sold by Rederi A/B Kinnekulle (Helge Kallsson), Lidköping, to Finnish buyers for about £43,000.

Cargo steamer *Wingrove* (ex-*Moyle*, ex-*Iceland*, 4,600 dwt, 2,896 grt, 1,578 nrt, built Dundee 1943 by Caledon Shipbuilding & Engineering Co Ltd) sold by Osprey (Bermuda) Ltd to Cannon Corporation, Panama, and renamed *Cannonbury*.

Cargo steamer *Turritania* (ex-*Pilarella*, ex-*Landes*, ex-*Hiron-delle*, 1,346 grt, 779 nrt, built 1925 by Greenock Dockyard Co Ltd), formerly owned by G. Trapani, under Italian flag, sold by auction at Stockholm to German shipbreakers for £10,000.

Motor vessel *Thorstrand* (6,265 dwt, 3,712 grt, 2,070 nrt, built 1949 by Burntisland Shipbuilding Co Ltd) sold by A/S Thor Dahl, Sandefjord, to Poseidon Schifffahrts GmbH, Hamburg, and renamed *Transeuropa*.

Motor vessel *Toko Maru* (10,834 dwt, 7,214 grt, 4,095 nrt, built Aioi 1958 by Harima Zosen) sold by Sanko Kisen K.K. to the Osaka Shosen K.K. for £650,000 and renamed *Mombasa Maru*.

Motor vessel *Ginko Maru* (7,800 dwt, 4,923 grt, 2,837 nrt, built Mukaishima 1957 by Hitachi Zosen) sold by Sanko Kisen K.K. to Osaka Shosen K.K. for £400,000 and renamed *Cape Town Maru*.

Cargo steamer *Eddy* (ex-*Eddi*, ex-*Blairesk*, 5,582 dwt, 3,320 grt, 1,943 nrt, built Glasgow 1925 by Napier & Miller Ltd) sold by Liberian Steamship Corp Eddy, Monrovia, to San Gabriel Corp S.A., Monrovia, to be renamed *San Gabriel*.

Cargo steamer *Blaafjeld I* (3,630 dwt, 2,059 grt, 1,141 nrt, built Oslo 1950 by Nylands Verksted) sold by D/S A/S Storfjeld & A/S D/S Blaafjeld (H. G. Martens & Co), Bergen, to Greek buyers and renamed *Odysseus*.

Cargo steamer *Lady Sharon* (ex-*Laura Dan*, ex-*Rocha*, ex-*Laura*, 2,360 dwt, 1,495 grt, 757 nrt, built 1933 by the Naskov Skibsvaerft A/S) sold by Thomas Watson (Shipping) Ltd, Rochester, to the Cia. Naviera Sharon S.A., Panama, and transferred to the Lebanese flag.

Cargo steamers *Roman Queen* (ex-*Empire Drover*, 1,051 grt, 563 nrt) and *Norman Queen* (1,047 grt, 573 nrt), built 1944 by Ardrossan Dockyard Ltd, sold by Queenship Navigation Ltd to Dutch shipbreakers with delivery Holland.

Motor vessel *Grano* (ex-*Rex*, ex-*Sproit*, ex-*Braat II*, 850 dwt, 621 grt, 304 nrt, built 1918 by A/S Rosenbergs M.V.) sold by G. S. Lindstrom, Barga, to Italian buyers and renamed *Giunchiglia*.

Moor Line Limited

Strong Financial Position

Viscount Runciman's Statement

THE fortieth annual general meeting of Moor Line Limited was held on June 12 at Moor Buildings, 56 Pilgrim Street, Newcastle upon Tyne, Viscount Runciman (chairman of the company) presiding.

The following is the chairman's statement circulated with the report and accounts for the year ended December 31, 1960:

At the end of 1960, as recorded in the directors' report, Mr Alfred Holt retired from executive work and from your company's Board. He first joined your managers' firm in 1894 so that his service to your company's predecessor and itself extends over more than 65 years, during the last fifteen of which he was a director. His colleagues have long been sustained by the singleness of purpose and calm judgment which he brought to our affairs and I know you will desire me to offer him, on your behalf as well as ours, every good wish for health and happiness in the retirement he has so amply earned.

Difficult Trading Conditions

Trading conditions for tramp shipping have remained very difficult. There has indeed been a very slight overall rise in freight rates, but it has barely matched rises in costs, so that though things are not worse than they were a year ago, they can hardly be described as better. The credit balances on completed voyages this year show an improvement over 1959: comparing the two years, you will see that this improvement nearly balances the benefit last year of an exceptionally low charge for the provision required for periodical surveys: It is our practice to value our quoted investments each year, and since prices of Government securities were down at the end of 1960, the adjustment to market value in these accounts is a debit of £32,500: as, however, our investments are in dated stocks repayable at par if held to redemption, this should be made good in due course.

The financial position of your company is strong, as the balance sheet shows, and your directors have decided to recommend the payment of a dividend at the same rate as last year out of the balance to the credit of the profit and loss account.

The Outlook

Looking ahead, while there are reasons to hope that freight rates will not fall noticeably below their present levels, it appears that the supply of tonnage in the world is still more than keeping pace with the demand for it. As long as this continues, no marked recovery in rates can be expected, and any improvement is likely to be slow and gradual. Operating costs show more signs of rising than falling. The future is not without some encouraging indications, such as the continued slight fall in the tonnage of dry cargo ships laid up throughout the world, but it remains obscure and should be approached with caution.

In times like these the work of all who serve the company, ashore and afloat, is exacting. We thank them for the efforts they have made over the past year.

The report and accounts were adopted.

THE TYNE-TEES SHIPPING CO LTD is to reconstruct their 1,020-ft long wharf on the River Tees at Middlesbrough.

THE GOVERNMENT OF POLAND has ratified the International Convention for the Prevention of Pollution of the Sea by Oil. This acceptance brings the number of countries which have now ratified the Convention to 13.

The Palletised Cargo Carrier "Fort Chambly"

CANADIAN-BUILT SHIP FOR GREAT LAKES SERVICE

A SHIP having a rather unconventional machinery arrangement has been built by the Canadian Shipbuilding & Engineering Co Ltd, Collingwood, for Canada Steamship Lines Ltd. This vessel, the *Fort Chambly*, 8,400 dwt, like her predecessors *Fort Henry* and *Fort York*, has been specially designed for the speedy and efficient carriage of palletised package cargo on the Great Lakes. She can also be used in unrestricted ocean-going service, and has been designed to carry grain in bulk as well as general cargo. This new ship is now operating on the owners' package freight service between Toronto and the Lakehead.

Both the *Fort Henry* and the *Fort York*, also built at the Collingwood shipyard, are powered by steam turbine machinery; but the *Fort Chambly* has four main diesel engines coupled to a single shaft through reduction gearing and pneumatic couplings. She also has a controllable-pitch propeller. This gives an extremely flexible system. The trial speed of the ship is 17.5 knots.

The principal particulars of the *Fort Chambly* are as follows:

Length o.a. ...	462ft 11in
Length b.p. ...	441ft 4in
Breadth, moulded ...	56ft
Depth to spar deck (fore end) ...	32ft
Depth to spar deck (poop deck) ...	8ft
Draught ...	23ft 7in
Deadweight ...	8,440 tons
Cargo capacity (grain) ...	330,000 bushels
Machinery output ...	6,000 shp
Trial speed ...	17.5 knots

The vessel is of two-deck type with poop and short forecastle, and is of all-welded steel construction. She has a raked stem, cruiser stern, is single-screwed and has propelling machinery and accommodation aft. Due to her unrestricted service, all accommodation, wheelhouse, etc., has been placed aft, as the normal Great Lakes layout with the bridge close to the stem is considered unsuitable for ocean-going service. This results in a considerable



An aerial view of the "Fort Chambly" taken from a somewhat unusual angle. The flush upper deck is used for the carriage of motor cars in Great Lakes service, the cars being driven on

saving in electric cables, piping, etc., but necessitated more detailed programming of installation of machinery during construction.

Designed to operate on a tight schedule with fast loading and unloading times, as well as being capable of fast running between ports, every effort has been made to keep the holds and tween decks as free of obstruction as possible so that fork-lift trucks transporting palletised cargo to and from the ship have every opportunity for fast and easy manoeuvring. These trucks enter and leave the ship through 10ft high by 10ft wide watertight gangway doors which have been arranged on the tween-deck, both port and starboard, so spaced as to suit the dock facilities. Once on board the vessel, fork-lift trucks can be transferred to and from the lower hold by four hydraulic elevators 20ft long by 10ft wide.

The length, width and depth of the holds and tween-deck spaces were determined so as to give the optimum storage of palletised



In the wheelhouse. The navigational console system is not used, but equipment is grouped

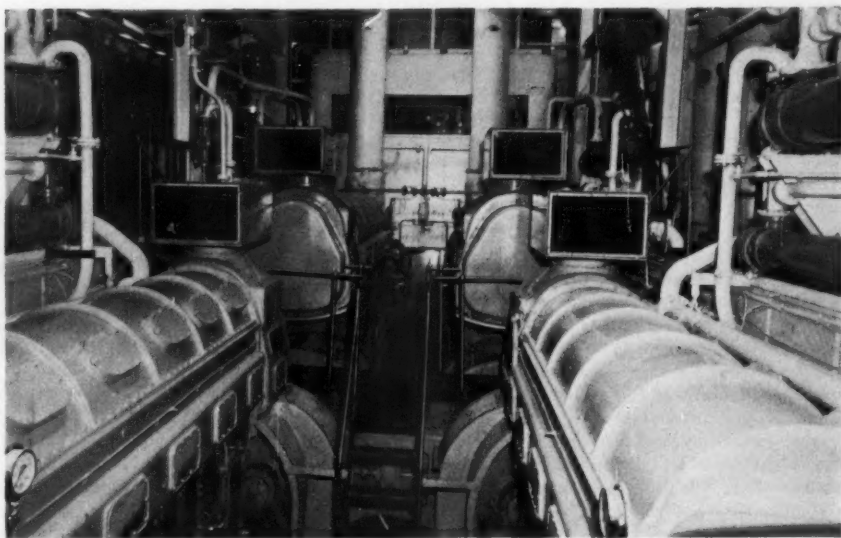
cargo. The tank top and main deck are flush and level, both fore and aft and athwartships, and are covered with 1½ in thick asphalt.

In addition to the carriage of package freight the *Fort Chambly*, as mentioned earlier, has been designed to carry grain in bulk, long sections of finished steel etc, and has therefore been fitted with four large flush hatches on the spar deck and four on the main deck. In addition, the main deck has a series of flush trimming hatches, port and starboard, to permit grain in the lower hold to be properly trimmed.

The flush hatch covers on the main deck are of the ordinary wood type with roller hatch beams, while the upper deck covers are of a special design developed by Collingwood Shipyards, consisting of watertight self-supporting steel sections. A hatch crane has been provided for removal of the hatch covers and an electric de-icing system has been fitted for easy operation during the winter months. When carrying grain, the openings in the bulkheads dividing the lower hold into four separate spaces are closed by means of grain boards, as are the spaces in way of the gangway doors. The elevator openings in the main deck are also provided with hatch covers to prevent the grain in the tweendeck shifting to the lower holds.

Four Diesel Engines

The propelling machinery in the *Fort Chambly* consists of a rather unusual arrangement of four diesel engines coupled to a single propeller shaft, and was designed by the engineering staff of the Collingwood shipyard. The diesel engines, supplied by the Canadian Fairbanks-Morse Co Ltd, consist of two eight-cylinder and two ten-cylinder opposed-piston engines having a total output of 6,000 bhp. They are connected to a single



The four Fairbanks-Morse diesel engines in the engine room. The two eight-cylinder engines are in the foreground, with the Farrell-Birmingham gearbox immediately behind them

Farrell-Birmingham gearbox, located between the two pairs of engines, by means of quill shafts and pneumatic clutches. The final drive is taken to a KaMeWa controllable-pitch propeller having a diameter of 14ft 6in. The system is arranged so that the engines are started and stopped automatically as the power is required.

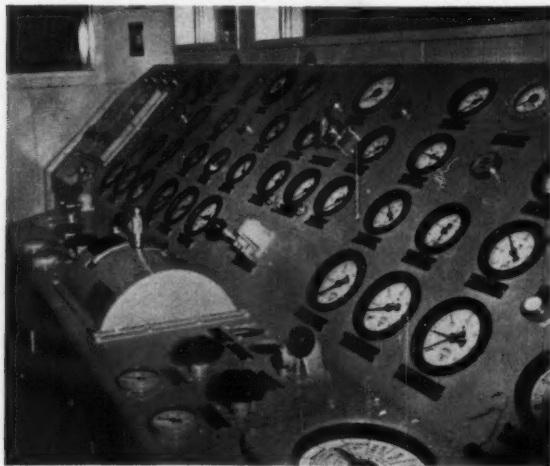
The Fairbanks-Morse diesel engine has two pistons working in each cylinder, but in contrast to the usual opposed-piston designs has an upper and a lower crankshaft connected by means of a vertical shaft and gearing. It is a two-stroke type engine normally supplied with scavenging air by a positive displacement-type blower. In the case of turbocharged engines an exhaust gas-driven blower and intercooler is fitted. Fairbanks-Morse engines make use of the exhaust pulse system.

Using one engine only it is estimated that the ship's speed will be 11 mph, so that all canal and river operation will be accomplished in this manner. The oil and cooling water for the engines which are idle are maintained at operating temperature by electric heaters, so that they are always ready for immediate full power operation. The controllable-pitch propeller has a load-sensing device which will automatically maintain a load of 85 per cent on the engine or engines in operation, and has also a pitch-inching arrangement enabling very slow operation.

Machinery Control

The machinery is controlled from a single lever in the wheelhouse. There is also control from a spacious sound-proof control room in the engine room where all the controls, instruments, etc, are fitted. This room is air-conditioned and fitted with an alarm system to indicate any failure in the machinery and ancillary services.

Electricity is supplied by two main 350-kW 3-phase 60-cycle 575-volts alternators driven by four-cylinder Fairbanks-Morse opposed-piston engines of the same series as the main propelling engines. This arrangement enables a complete interchange of spare parts between the main and auxiliary engines. There is also a 200-kW 575-volts alternator located on the boat deck. This unit does not parallel the main generators and is used for emergency power, when the ship is laid up, and for the initial start-up at the opening of navigation.



Inside the control room

Oil Topics

REGENT TERMINAL AT GRANTON

THE Regent Oil Company's new oil terminal at Granton, on the Firth of Forth, is nearing completion. It will replace the existing storage facilities at Grangemouth. This installation is a further step in the expansion programme announced by the company at the beginning of last year. Since January 1960, new installations have been built at Sunderland, Avonmouth and Cardiff, as well as inland ones at Nottingham and Birmingham. The new terminal at Granton is designed to meet the increasing consumption of petroleum products in Scotland. The site is on rising ground opposite the West Pier of Granton Harbour, and the terminal is served by ocean tankers of up to 18,000 tons, which berth at the end of the West Pier. Petroleum products are off-loaded from the tankship by EMCO marine unloaders and are pumped ashore through 10-in and 12-in diameter dock lines. There are two types of storage—that which houses over six million gallons of motor spirits, gas oils and kerosenes and that built to hold two million gallons of fuel oil. Owing to the limited space available for pipe lines on the pier, it was necessary to install the light oil lines within the masonry pier itself. The fuel oil lines were placed one above the other on the inside face of the sea wall. The first delivery of light oils was made to the new Terminal on April 25 in the motor tanker *Texaco Oslo*, a ship built on the Clyde last year. With a summer deadweight of 18,810 tons, she was the largest tanker ever to have discharged in Granton Harbour.

First New Zealand Refinery

MR L. G. HUCKS, managing director of BP (New Zealand) Ltd, has been elected the first chairman of the New Zealand Refining Company Ltd, which will own and operate the Dominion's first oil refinery at Marsden Point, Whangarei. Construction of the £14 mn refinery may begin by the end of this year, and it should come on stream early in 1964. When completed, the refinery is expected to supply about 90 per cent of New Zealand's annual requirement of petroleum products. The shareholding of the refining company will include the general public and those oil companies distributing petroleum products in New Zealand, among them BP, which will take up a 15 per cent share of the equity. At the refinery



The "Texaco Oslo", 18,810 dwt, berthing at Granton to deliver the first cargo of light oils for the new Regent terminal. She was the largest vessel to have berthed at the port

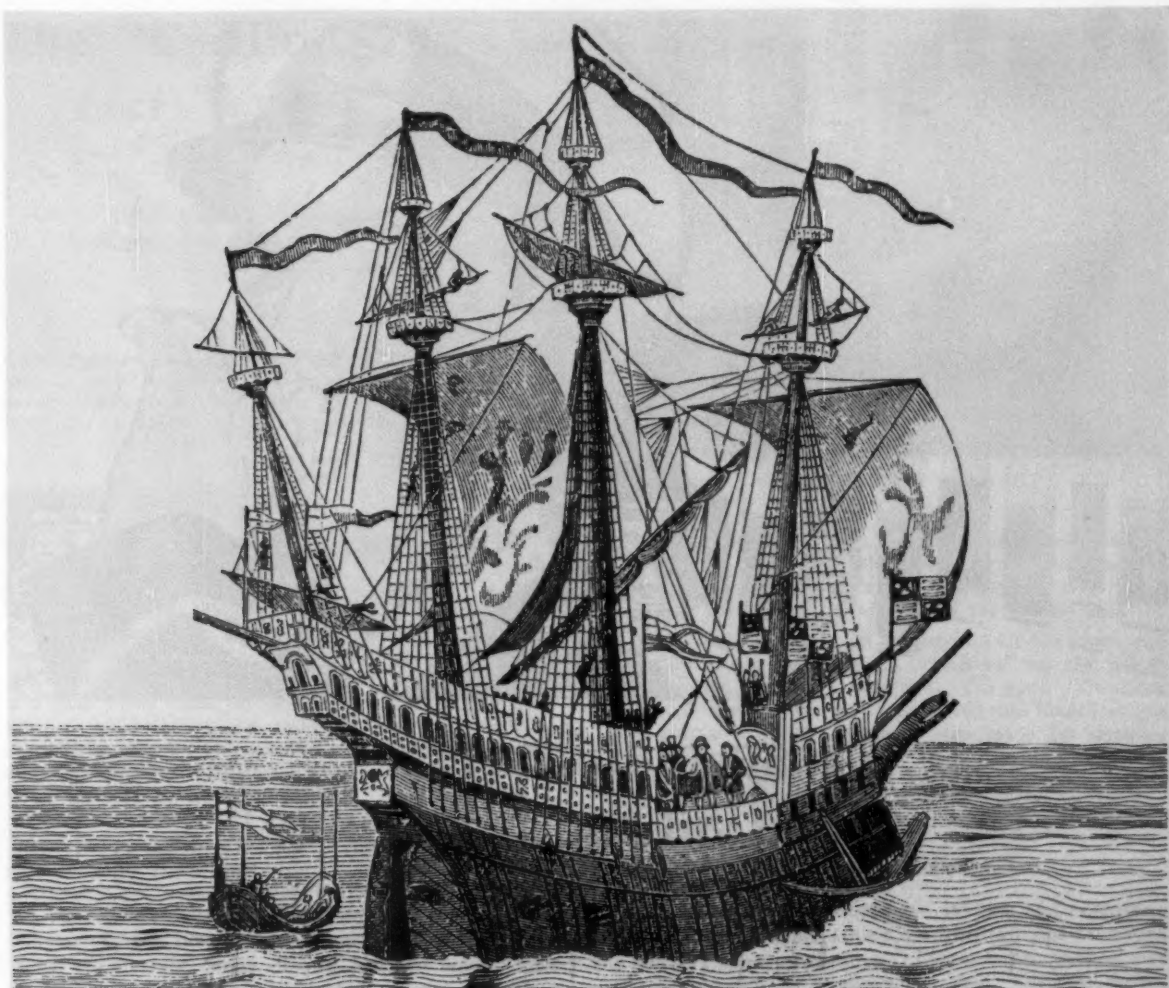
site at Marsden Point there is a considerable area of flat land, with a deep safe anchorage in the harbour nearby suitable for use by tankers of at least 65,000 dwt. Power and water supplies are available locally.

U.K. Oil Consumption Rises

DURING the first three months of this year, U.K. oil consumption totalled 12,259,683 tons, according to figures published by Petroleum Information Bureau. This was over a million tons above that for the first three months of 1960—an increase of 9.2 per cent. The continuing growth in demand was contributed to by nearly all the main products. Fuel oil deliveries were 9.1 per cent up, at 5,431,003 tons, on those for the first quarter of 1960, and gas/diesel oil deliveries rose by 12.6 per cent to 1,138,164 tons. Both totals exclude oil used in the refineries. Motor spirit deliveries showed a fairly substantial rise, some 10 per cent, to total 1,811,236 tons. Among commercial consumers, there continues to be a pronounced trend towards diesel engines and there was a rise of 10.3 per cent in deliveries of derv (diesel engined road vehicle) fuel, which reached 683,072 tons. Consumption of aviation fuels (at 451,747 tons) and bitumen (270,135 tons) both soared by more than 16 per cent, while that of chemical feedstock totalled 404,107 tons (a rise of 15.4 per cent). The only major product to record lower deliveries was kerosene.



A general view of the Regent terminal, with Granton harbour beyond. The light oil storage is in the foreground, with the tanks for fuel oil nearer the harbour



The Conquest of the Sea Continues

Pole to oar, wood to iron, sail to steam, steel to aluminium—these are among the more obvious stages in the conquest of the sea. But each was the culmination of a host of lesser improvements by inventive men: the caveman who gave his dugout a pointed stem, the crusader who replaced the steering oar with a rudder, the chemist who overcame the

corrosion of iron hulls, the engineers who made steam propulsion economical. In these enlightened days, light incombustible Marinite is adding its mite to the conquest of the sea. Used for accommodation structures, for instance, Marinite provides built-in structural fire protection by eliminating combustible elements.



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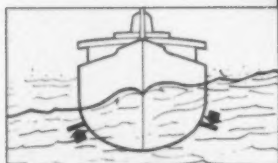
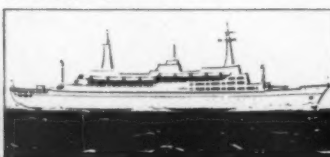
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For cargo care . . .

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sustained sea speed



Denny-Brown Stabilisers reduce a roll of 10-15° each way to an average of 2°.

They are individually designed for all types of ship from 80 to over 80,000 tons and can be fitted to existing vessels.

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The "Cerdic Ferry"

DRIVE ON/DRIVE OFF
TRANSPORT SHIP

RIGHT: Externally, the "Cerdic Ferry" bears a close resemblance to the earlier "Bardic Ferry" and "Ionic Ferry", but has tapered pole masts in place of tripods



A NEW drive-on/drive-off ship, the *Cerdic Ferry*, 2,750 grt, has entered the Transport Ferry Service of the Atlantic Steam Navigation Co Ltd. This vessel, a twin-screw motor ship, has been built by Ailsa Shipbuilding Co Ltd, Troon. She is operating between Tilbury and Antwerp and Tilbury and Rotterdam, carrying vehicles making deliveries to all parts of Europe, and enters service at a time when traffic on these routes has built up to a rate of 9,000 lorries and trailers a year. In addition she will be used by tourists who wish to make the overnight journey, and first-class accommodation is provided for 35 passengers. She is fitted with Denny-Brown stabilisers.

The *Cerdic Ferry* is similar in design to the *Bardic Ferry* and the *Ionic Ferry*, which are already in service, but is slightly longer and has space for more vehicles. The *Bardic Ferry*, 2,550 grt, was described in full in THE SHIPPING WORLD of 16 October 1957. She was the first of an entirely new design of ship built for the Atlantic Steam Navigation Co Ltd, which was founded in 1936 by Lieut-Colonel Frank Bustard, former passenger traffic manager of the White Star Line. These ships were designed as a result of experience gained in operation with a total of seven converted LSTs. The *Bardic Ferry* and *Ionic Ferry* carry first and second-class passengers.

The principal particulars of the *Cerdic Ferry* are as follows:—

Length o.a.	361ft 5in
Length b.p.	339ft
Length at waterline ...	348ft
Breadth moulded	52ft 6in
Breadth maximum	55ft
Depth to upper deck ...	32ft 6in
Depth to vehicle deck ...	16ft 1in
Draught loaded	12ft 9½in
Deadweight	1,529 tons
Gross tonnage	2,750 tons
Machinery output	3,360 hp
Service speed	14 knots
Number of passengers ...	35
Space for vehicles and containers ...	17,000 sq ft

The *Cerdic Ferry* has been constructed in accordance with the classification rules of Lloyd's Register for Class * 100 A1 and complies in all respects with the latest Ministry of Transport regulations for subdivision, fire, lifesaving equipment, carriage of hazardous cargoes etc as required for a Class II vessel. Special care has been given to safeguarding the vessel against the possible out-

break and spread of fire. The arrangements include insulation, a sprinkler system, water spray curtains and a fireproof screen to segregate hazardous cargoes which could be carried on the aft end of the vehicle deck.

Vehicles of a maximum height of 14ft 6in enter and leave the main vehicle deck, which extends the length of the vessel, through a watertight stern door. This deck can accommodate vehicles of up to 140 tons loaded weight and special arrangements have been made for securing the vehicles. The upper deck aft is capable of carrying 19 large containers and 14 commercial vans or their equivalent, and to handle them a 20-tons Stothert & Pitt electric crane is mounted on the upper deck.

Space for Vehicles

The total space available for vehicles and containers is 17,000 sq ft. Twin rudders are fitted aft and for astern work there is a bow rudder. Navigational aids include an electric log, echo sounder, radar, direction finder, radio/telegraphy, V.H.F. radio and gyro compass.

Accommodation for the 35 passengers is all one class—first class. To meet the varying needs of motorists travelling with their families or alone, cabin accommodation is flexible. The seven four-berth cabins can be converted in minutes to three or two-berth and the four two-berth cabins can just as easily be converted into single



Part of the officers' lounge

berths. There is also a de luxe cabin, with its own private bathroom and entrance lobby.

To achieve an overall unity of design and to avoid fussiness, the architects responsible for the design of the public rooms and de luxe cabin (R. D. Russell & Partners) have made certain finishes common to all three. For example, teak has been used for joinery and some bulkhead panelling and for most loose furniture; bulkheads not panelled in teak are finished in white padded leather cloth. The light red and dark red striped curtain fabric, specially designed by the architects, has been used in all the rooms.

The lounge, with low fixed seating covered in olive green fabric, has similarly covered comfortable armchairs and two writing desks. The fitted carpet has a light grey, dark grey and natural broken stripe pattern. To one side is the bar, panelled in teak with a bright red ceiling and a mirrored bar back. Immediately in front of the bar, the ceiling is lowered and panelled in white ash veneer.

The club room, mainly used as a bar, can also be used for serving light meals. It has a ceiling of white ash veneer and one bulkhead and the bar panelled in narrow teak boarding. The seating and bar counter front are covered in dark olive green hide. The floor is finished in dark grey and light grey checker pattern linoleum tiles. The black and white prints are from the Mermaid Theatre series.

The dining room, which seats 40 people, has one bulkhead panelled in narrow teak boarding. The floor is in dark grey and light grey checker pattern lino tiles. The seating is covered in dark olive green hide and the chairs are covered in light olive green hide. The ceiling is slotted acoustic board, and the semi-recessed light fittings have been specially designed by the architects. The oil



The main vehicle deck can accommodate vehicles with a maximum height of 14ft 6in

painting, a seascape, and the two drawings are by Peter Coker.

The de luxe cabin has furniture and panelling of straight grained elm and curtains and bedspreads in purple, dark blue and light blue. Two comfortable armchairs and a low table, a generous wardrobe and twin divan beds are provided. The cabin also has its own private bathroom and entrance lobby with large built-in wardrobe. Fares are on an "all-in" basis, including transportation, berth accommodation and meals.

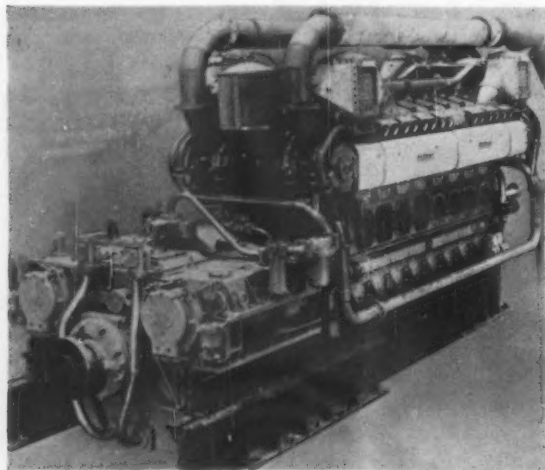
Incombustible linings and bulkheads are of Marinite, faced either with wood or with Perstorp.

Lifesaving appliances include two 26-ft motor-propelled glass fibre lifeboats, each carrying 51 persons, two 40-person buoyant deck seats, and two 20-person inflatable liferafts in glass fibre containers.

The propelling machinery in the *Cerdic Ferry* consists of two 16-cylinder Ruston-Paxman turbocharged diesel engines, type YLCM. Each engine develops 1,680 bhp at 750 rpm and is coupled to a Modern Wheel Drive oil-operated reverse reduction gearbox through a Twiflex articulated coupling giving a propeller speed of 250 rpm. Electricity for power and lighting is supplied by four 150-kW generators driven by Ruston-Paxman type 8 RPHZ diesel engines.

QUICK REPAIR JOB

A repair job for which they were given five days was completed with half a day to spare by Barclay, Curle & Co Ltd at the Elderslie Dockyard, Glasgow. They took in hand the bulk carrier *Rhine Ore*, 546ft in length and of 19,900 dwt, and were given five days to grit-blast the complete bottom of the ship—from top of boot top to top of boot top—and to apply three coats of primer. The entire operation was completed in 4½ days, and 150 tons of grit were used. A vast amount of staging was necessary to carry out the job. No sooner had this been erected than a start was made with dismantling it.



Hindmarch/MWD oil-operated reverse-reduction gear coupled to a Paxman 16-cylinder Vee-type turbocharged diesel engine of 1,680 bhp output. Two of these are installed in the "Cerdic Ferry"

THE Midland Overseas Shipping Corporation, shipping agents and brokers of Chicago, has issued a second edition of a useful booklet on the St Lawrence Seaway and Great Lakes ports. The main part of the booklet is in the form of answers to a questionnaire about the approaches, depths and main facilities at 18 American and five Canadian Lakes ports, supplemented in some cases by details of grain elevators and port expenses. Also included are a summary of facts about the Seaway and each of the lakes making up this vast waterway system extending to over 95,000 square miles.

B.A.C. One-Eleven

NEW SHORT-HAUL JET AIRLINER FROM THE VISCOUNT STABLE

By D. M. Brace

IN THESE columns a few months ago I wrote: "When a new airliner is announced it is news; but when the announcement of a new machine coincides with another stating that orders have been signed, then the news grows in interest." At that time I was referring to the Boeing 727 which had recently been announced, and for which 80 orders had been placed. How much more interesting the news becomes, however, when it is a new British airliner, and it is a British independent airline placing the first contract. That was the state of affairs when the British Aircraft Corporation announced the first details of its new short-haul jet, the BAC-111, and, at the same time, it was announced that British United Airways had placed an order for ten aircraft, and had taken an option on a further five.

The BAC-111 might be described as a jet successor to the Viscount. It will have about the same capacity as that famous machine, and will operate over roughly the same range; it will, however, be some 200 mph faster than the turbo-prop machine.

Economic Factors

When the new aircraft was announced Mr F. A. Laker, executive director of British United Airways, recalled that earlier this year his company had said that it was interested in buying five de Havilland Tridents. In answer to the question "why have we gone off the Trident?" he said there were a number of reasons—ten 111s would give the airline more flexibility than five Tridents; if a Trident went unserviceable 20 per cent of the airline's capacity would be lost against only 10 per cent with a 111; though the BAC aircraft was slower than the projected version of the Trident, the faster turnround of the smaller aircraft would enable equal types of schedule to be maintained; with only two engines the 111 would be quieter; airfield performance would be much superior to other types of aircraft considered; it would be possible to operate the 111 at a lower seat-mile cost than other types.

This was, indeed, an impressive list of why the airline had decided to go for the new aircraft, in spite of the problems British United will undoubtedly meet in introducing into service an entirely new type of aeroplane.

British United Airways is the company which was formed recently by the amalgamation of Airwork Ltd and Hunting-Clan Air Transport Ltd: it is predominantly "shipping owned," the largest shareholder being the British & Commonwealth group.

The British Aircraft Corporation is planning to produce two short-range jet airliners—the BAC-111 and a smaller and lighter BAC-107. The 111 will be powered by two Rolls-Royce Spey turbofan engines, each with a minimum static thrust of 9,850 lb at sea level; the 107 will have two Bristol-Siddeley BS-75 engines, each of 7,350-lb thrust. It is inevitable that the two aircraft will be compared with the Viscount 810 and the Viscount 700. The 111, which is the first aircraft to be designed and planned since the new British Aircraft Corporation combine came into existence, is basically the "brain-child" of the Vickers company. Work is already in hand on the first aircraft, which is expected to fly in the spring of 1963. Deliveries should begin by the autumn of 1964.

Principal Features

The BAC-111 (it is to be hoped that before long a name can be found for the machine; surely we do not have to follow American styling in retaining type numbers for our aircraft) has been designed as a short-haul jet with a maximum weight of 66,000 lb, with an engine on either side of the tail—à la Caravelle. It will be possible to carry up to 59 passengers in standard five-abreast seating, but there will be a certain amount of flexibility in seating arrangements. To assist fast turnround there is to be a door in the forward section of the fuselage and a ventral door, with airsteps, leading up between the engines to the rear of the fuselage.

Maximum cruising speed will be about 540 mph at altitudes between 20,000 and 30,000 ft. At the economy-cruise speed of 500 mph the maximum range with reserves is extended by about 200 miles. The BAC-111 will be capable of carrying a full payload over a range of about 450 miles, and there will be only a comparatively small drop in payload as range increases. For instance, 57 passengers in a mixed first and economy-class configuration will be capable of being carried over 800 miles with reserves, or 43 passengers over 1,200 miles. It is



An impression of the British Aircraft Corporation's new short-haul jet the BAC-111, for ten of which British United Airways have placed an order, with an option on five more

Air Transport Section**Leading particulars of the BAC-111**

Length overall	...	...	...	93ft 8in
Wing span	...	...	...	88ft 6in
Wing area	...	...	...	980 sq ft
Wheel track	...	...	...	14ft 3in
Total accommodation length including toilets and galleys	...	...	...	53ft 9in
Total accommodation length between toilets	...	...	...	44ft 6in
Interior height	...	...	...	6ft 6in
Interior width at arm-rest height	...	...	...	10ft 4.3in
Main passenger door size (forward)	...	...	...	5ft 6in x 2ft 9in
Height to passenger door sill	...	...	...	6ft 8in
Cargo door size (forward)	...	...	...	3ft 6in x 2ft 7in
Cargo door size (aft)	...	...	...	3ft 4in
Height to cargo door sill (forward)	...	...	...	4ft
Height to cargo door sill (aft)	...	...	...	4ft
Capacities				
Fuel (8 lb per Imp. Gall)	...	...	...	18,000 lb
Cargo volume	...	...	...	500 cu ft
Design maximum payload	...	...	...	14,000 lb

estimated that the jet should be cheaper than the Viscount to operate over ranges in excess of 300 miles.

In order to meet the likely demand from those airlines using the smaller, less sophisticated airfields throughout the world, special attention has been paid in the design stage to the aircraft's airport requirements. The BAC-111 will be capable of taking off at maximum weight from a 4,800-ft runway. Again, to help airfield operations, and also to achieve fast turnaround, the aircraft will be fitted with an auxiliary power unit, thus providing air conditioning and self-starting without being dependent on special airport vehicles.

The BAC-111 promises to be something approaching the airline economist's ideal. Direct cost graphs for any aircraft are always open to challenge as there are many official and semi-official formulae by which such curves can be calculated. In the case of the BAC-111 the British Aircraft Corporation analysed the operating economics by seven separate methods and plotted the results as a band of costs; a similar cost band from the known figures of the Viscount 810 was used for comparison. These sums show that the 111 will be, from 200 miles upwards, increasingly cheaper per aeroplane-mile than the Viscount; this advantage averages about $3\frac{1}{2}$ d per mile. The direct seat-mile cost of the aeroplane in its 57-seater form decreases (on the American basis of calculation) from 2.6 cents at 100 miles to 1.4 cents at 750 miles. With the maximum of 69 seats installed the seat-mile cost reduces by a further 17 per cent. The break-even passenger requirement at an American revenue of 7 cents per passenger-mile will be 31 passengers at 200 miles, 26 at 400 miles, 22 at 600 miles and 21 at 800 miles. This means a below-50-per-cent break-even point at all ranges above 200 miles (and it should be borne in mind that most airlines average load factors in excess of 60 per cent).

British United Airways have said that they believe the BAC-111 to be ideal not only for the short and medium-range routes for which they have applied to the Air Transport Licensing Board, but also for their existing business. The airline has applied for a network of scheduled routes from Gatwick Airport to various European centres; the hearings on these applications are to start in a few days' time—on June 20. Asked if the order for the ten aircraft was conditional upon B.U.A. receiving approval to operate the routes applied for, Mr Laker said that the ten aircraft would be needed to replace B.U.A.'s present Viscount fleet no matter what the result of the hearings. However, if the licenses were granted then the option would be taken up on the further five aircraft.

Possibility of Further Orders

In the course of the Press conference Sir George Edwards, executive director (aircraft) of the British Aircraft Corporation—the man who led the design of the

Viscount and also the BAC-111—said that an initial production batch of 20 aircraft was being laid down. Asked if the remaining ten of this first batch had yet been earmarked, Sir George replied that the indications were that "thirty of the remaining ten would be earmarked fairly soon." He revealed that the American airline, Continental, was very interested in the aircraft, and would be reaching a decision on a possible order within the near future. I understand that if, in fact, the order materialises it will be for 20 or more BAC-111s. Another American operator known to be interested is the local service airline Ozark, of St Louis. Sir George said a letter of intent for five aircraft had been received from Ozark but a few days later the president of that company spoke of an "order."

Sir George Edwards was asked if he had any idea of the potential market for the BAC-111. In answer he said that teams of the Corporation had been visiting airlines throughout the world, and it seemed likely that the BAC-111 would be the sort of aeroplane they would be requiring. There was undoubtedly a U.S. domestic market for an airliner of this type, and throughout the world there would be a demand for a Viscount replacement. Sir George stressed that at the moment the British Aircraft Corporation had a clear field—there being no comparable type of airliner in production, nor, so far as he knew, anything in such an advanced stage of development as the BAC-111. Taking all these factors into account he could foresee a potential output of at least 200 BAC-111s. I can remember attending a somewhat similar Press conference some years ago—it must have been about 1953—when I heard Sir George talk of Viscount sales possibly exceeding the 400 mark—that was at a time when Viscount orders stood at 75 or less. Eyebrows were raised on that occasion, as they were a few weeks ago when the figure of 200 was mentioned. Undoubtedly the first firm order from the United States is likely to be a critical factor in the sales potential, for once the aircraft breaks into the American market other operators will have to order the BAC-111, or something comparable (if anything is available). For some time past, the crystal-ball gazers of the airline business have been prophesying a buying spree in the short-haul jet market comparable to that of a few years ago when most of the airlines ordered big long-haul jets. This is likely to be another case of "keeping up with the Jones's."

Another, and I believe, important factor in favour of the small jet was referred to by Mr Laker. He said British United Airways believed that passengers were getting fed up with being herded into big aircraft. The small aeroplane would enable a standard of personal cabin service to be maintained.

Order for VC-10s

One would have thought that an £8 mn order for new aircraft would have been sufficient an outlay for a British independent airline for some little time, but not so with British United Airways. Less than three weeks after announcing the BAC-111 contract the airline revealed that it had signed another contract with the British Aircraft Corporation—this time for four of the big Vickers VC-10 long-range jets. This contract is valued at close on £10 mn, so bringing the airline's orderbook to a scheduled outlay of £18 mn—and this figure may be increased by another £4 mn if the option is taken up on the other five BAC-111s. The VC-10s are intended for use on B.U.A.'s long-range routes, such as those to Africa. In addition to its applications before the Air Transport Licensing Board on the short-haul routes to Europe the

Air Transport Section

airline has also filed applications for a number of services to more distant points, and should they be approved the VC-10s will also be used on these services.

This latest contract brings the total orders for VC-10s in excess of 50. In addition to BOAC's contract for 45 aircraft there is another from Ghana Airways for three aircraft—and now the four machines for British United

Airways have been added.

Though it is perhaps early days to talk of either aircraft as "winners," it certainly seems that in the VC-10 and the BAC-111 the British Aircraft Corporation have two aircraft which are capable of capturing some of the market which for so long seems to have been the prerogative of the major American aircraft manufacturers.

Air Charter Market

A GOOD START BUT A POOR FINISH

By a Special Correspondent

THE HOPE of a month's reasonable business that was engendered by the heightened activity of the first few days of May proved false, for after the first week conditions on London's air charter market were generally quiet and dull. It certainly was not "the merry, merry month of May" for London's air brokers. For most of the month not only were the number of fixtures recorded low, but inquiries also failed to reach a healthy flow. In this somewhat depressing picture, the activity of the first few days stands out.

The marked improvement in market conditions that marked the start of May was particularly pleasing not only because of the amount of successful business concluded but also because of the type of business that was offering. Inquiries for the movement of seamen were especially plentiful, particularly for traffic between Hong Kong and Europe. Prompt aircraft that became available in Hong Kong did not have to search very far for a reasonably paying load. A happy coincidence was that also at this time there was a certain amount of eastbound activity in the Far East section, although this mostly was slow to fix. Elsewhere on the market some operators were meeting familiar weekend difficulties; in order to fulfil their weekend commitments they sought to engage additional aircraft, but these were not to be found easily.

Conditions changed considerably during the following week. This reversal in conditions was particularly noticeable in the ships' crew section, where one week there had been considerable activity in placing crews for Far East movement, and the next there was a dearth of long-haul ships' crew traffic. Inquiry throughout the market was weak. According to Lambert Brothers Ltd one problem that faced brokers during the second week of May was the difficulty experienced in securing aircraft for last-minute requirements over the Whitsun weekend, Vikings in particular being in short supply. In contrast to this last-minute activity, other energies were at the same time being devoted to distant requirements—inclusive tour business for the summer of 1962. This business was attracting considerable interest on the market, understandably perhaps in view of the lack of activity elsewhere. Four-engined pressurised aircraft were much in demand for this inclusive tour employment.

Inquiry for long-haul movements showed a slight improvement in the following week, but as this was the pre-Whitsun week business conformed to the usual pattern by dwindling during the last one or two days. The ships' crew section received a large share of the extra inquiries that were circulating at this stage, and much of this was for traffic on the Far East route. Some of the inquiries were for movements as far ahead as the end of July, and as a result the fixtures-to-inquiries ratio was not high: the difficulty of forecasting what combination loads

would be offering that far ahead meant that rates were therefore above the average then current.

The small increase in inquiries was not repeated after the holiday, when fresh inquiries were very few and far between, and consequently little firm business was concluded. The ships' crew section attracted a modicum of interest, but inquiries were mainly for short-haul work with Vikings and Dakotas being the favoured aircraft. With the summer holiday season well under way, these twin-engined aircraft were not in plentiful supply, and brokers experienced the utmost difficulty when the charterers' requirements were for weekend movement.

The last week of May brought little consolation to air brokers. There was hardly any improvement in conditions, with new inquiries flowing on to the market at only a moderate level. Even the Far East section, which usually manages to generate at least a certain amount of interest in its activities, had nothing to offer which would raise the market's pulse rate. There were a number of eastbound cargoes seeking aircraft, and some of these were fixed, but in complete contrast to the month's opening days there was an absence of westbound loads. Also mitigating against the successful fixing of some of the eastbound cargoes were the aircraft that were already positioned out east and seeking employment homewards. The 1962 summer inclusive tour programme was continuing to occupy the minds of brokers. Lambert Bros commented that, while the tour organisers were endeavouring to finalise their arrangements, aircraft operators were, because of the large demand for equipment, experiencing some difficulty in integrating the various proposed programmes and consequently were reluctant to enter into firm commitments.

During May two more new British independent operators emerged. One of the companies—Caledonian Airways (Prestwick) Ltd—has been formed specifically to engage in passenger and cargo charter activities and particularly in trans-Atlantic traffic. With a base at Prestwick Airport and a sales office in London, the company intends to start flying operations in December, when it expects to receive the first of the two DC7Cs which are believed to form the company's initial fleet. Managing director of the new company, which has a nominal capital of £25,000, is Mr John de la Haye. The company hopes to establish a secondary base at Gatwick Airport.

The other new company, as yet unnamed, is being formed by Wing-Cdr Hugh Kennard and his wife, Audrey, both of whom were previously with Silver City Airways. The company is to have its base at Rochester Airport and will be using "twin-engined turbo-prop aircraft". Although primarily interested in scheduled services, Wing-Cdr Kennard will no doubt also have his eye on the charter market.

NEW CONTRACTS

Shipowners	No. of Ships	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.d.) × B × D.(dft.)	Delivery	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Yards in Great Britain and Northern Ireland										
Shipbuilders	1	Cargo	—	—	—	—	Diesel	—	—	Barclay Curle
Ross Group	2	Trawlers	(288)	107.5 × 24.5 × 12.5	—	—	5-cyl diesel	550	Ruston & Hornsby	Cochrane & Sons
Overseas Yards										
Margaritis, Bermuda	1	Bulk carrier	21,000	—	—	—	Diesel	—	—	Empresa Nacional Elcano
Broken Hill Pty Co	2	Ore carriers	21,000	550 × 74 × 32.75	1963/5	15	Sulzer diesel	9,000	—	Broken Hill Pty Co
Kyowa Sangyo Kaiun	1	Cargo	3,230	275.5 × 42	1961	11.75	Diesel	2,000	Niigata	Hitachi S.B. & E. Co
Kyoei Tanker K.K.	1	Cargo	3,759	295 × 45.25	1961	13	Diesel	2,800	Ito Tekko	Namur S.B. Co
Sawayama Kisen K.K.	1	Cargo	10,250	426 × 60.33	1961	15.25	Sulzer diesel	6,600	Shipbuilders	Mitsubishi H.I. Reorg.
Heiwa Kisen K.K.	1	Tanker	40,200	672 × 72.5	1961	16	M.A.N. diesel	16,000	Shipbuilders	Kawasaki Dockyard
North Breeze Nav. Co	1	Cargo	10,450	449.33 × 60.67 × (25.58)	1962	14	M.A.N. diesel	5,200	Shipbuilders	Kawasaki Dockyard
Termar Nav. Co	1	Bulk carrier	16,000	492 × 68.2 × (30.1)	1962	15	B & W diesel	7,500	Hitachi S.B. & E. Co	Nagoya S.B. Co

LAUNCHES

Date	Shipowners	Ship's Name and or Yard No.	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.d.) × B × D.(dft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Yards in Great Britain and Northern Ireland										
May 15	Lindsey Steam Fishing Co	Lemburg (72)	Trawler	(240)	—	—	Diesel	—	—	J. S. Doig (Grimsby)
May 17	Littlehampton Harbour Board	George Campbell (2422)	Dredger	(50)	—	—	NIL	—	—	Bay Wharf Const. Co
May 30	Stephenson Clarke	Gilsland	Cargo	10,200	420 × 56.5 × 36.5	—	4-cyl diesel	6,640	Wm. Doxford Son	Burntisland S.B. Co
May 31	Boston Deep Sea Fisheries	Boston Buccaneer (463)	Trawler	(135)	—	—	Diesel	—	—	Richards Ironworks
June 1	Consolidated Fisheries	Real Madrid (527)	Trawler	(441)	137.25 × 28 × 14.25	13	Diesel	1,120	Mirrlees, Bickerton & Day	Goole S.B. Co
June 1	Ross Trawlers	Ross Kittiwake (1467)	Trawler	(288)	107.5 × 24.5 × 12.5	—	5-cyl diesel	550	Ruston & Hornsby	Cochrane & Sons
June 1	Union Lighterage Co	Toro (481)	Coastal tanker	(510)	171.42 × 33 × 10.5 (9.25)	—	8-cyl diesel	660	Deutz	T. Mitchison
Overseas Yards										
Apr. —	VEB Deutsche Seereederei	Halberstadt (313)	Cargo	12,800	465.95 × 68.58 × 42 (26)	15.5	Diesel	7,200	Halberstadt	VEB Warnow-Werft
Apr. —	Nippon Suisan K.K.	Nanko Maru	Refrig. cargo	(2,000)	—	13	B & W diesel	2,400	Shipbuilders	Hitachi S.B. & E. Co
Apr. —	Kyohoku Kaiun K.K.	Haboro Maru	Cargo	3,780	—	12.5	Diesel	2,400	Ito Tekko	Kurushima Dock Co
May 19	U.S.S.R.	Irkutskles (212)	Cargo	2,400	—	—	B & W diesel	—	Shipbuilders	Valmet O/Y
May 26	Kon. Nederlandache Stoom. Mij.	Palamedes (806)	Cargo	7,100 (5,700)	385 (424) × 57.5 × 31.25	16.25	Diesel	4,900	Gebr. Stork	C. Van der Giessen & Zonen
May 27	Bernhard Schulte Reederei	Elisabeth Henriette Schulte (119)	Cargo	4,300 (2,900)	247 × 41	12	Diesel	1,600	M.A.N.	Paul Lindenu

TRIAL TRIPS

Date	Shipowners	Ship's Name and or Yard No.	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.d.) × B × D.(dft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Yards in Great Britain and Northern Ireland										
May 31	Panultra S.A., Panama	Marietta (384)	Cargo	13,000 (9,150)	450 (483) × 62 × 38.75 (29.2)	15	5-cyl diesel	6,300	Gotaverken	Burntisland S.B. Co
Overseas Yards										
Apr. —	Polish Ocean Lines	Beskidy (231)	Tanker	19,350 (13,500)	535 (559.9) × 71.5 × (30.5)	15	7-cyl B & W diesel	8,750	Shipbuilders	Brodogradiliste Ulanick
Apr. —	Govt. of Indonesia	Gunung Kerintje (263)	Cargo	5,000 (3,800)	328 (357) × 52.42 × (26.2)	13	5-cyl M.A.N. diesel	3,300	Mitsubishi Yokohama	Hakodate Dock
Apr. —	Soc. Generale pour La Navigation Maritime	*Bloudan	Cargo	2,980 (1,946)	266.58 (279.25) × 39.33 × (19.67)	12.5	8-cyl diesel	1,650	Deutz	VEB Neptun Werft
Apr. —	Sicilnaviglio S.A.	Portofino (161)	Bulk carrier	15,800 (10,600)	507.25 × 69.58 × (28.2)	15	7-cyl diesel	7,700	Fiat	Officine di Const. et Rip. Nav. S.A.
Apr. —	Booth S.S. Co	Sheridan (275)	Cargo	2,350 (1,594)	311.5 × 44.33 × (12.67)	—	Diesel	2,400	Sulzer Bros.	T. van Duiven-dijk's Scheeps
May —	Jugoslavenska Linijaska Plovidba	Frano Supilo	Cargo	3,002 (2,284)	348.42 × 46.58 × (18.67)	15	6-cyl Sulzer diesel	3,000	Jugoturbina	Brodogradiliste Titovo
May —	Black Star Line, Ghana	Pra River (311)	Cargo	9,280 (7,575)	409.5 (460.95) × 60 × 36 (23.5)	15	5-cyl Sulzer diesel	4,500	Shipbuilders	Kon. Mij. "De Schelde"
May —	International Nav. Corp, Monrovia	Silverspring (1552)	Tanker	31,500 (20,641)	620.9 × 86 × 45.58 (34.42)	16	Geared turbine	15,780	Shipbuilders	Ansaldo S.A., Genoa
May —	United Baltic Corp	Baltic Star (1176)	Cargo	2,800 (2,400)	275.42 (305) × 42 × 24.58 (15.9)	14	7-cyl diesel	2,520	M.A.N.	Krogerwerft
May —	Adriatica S.p.A.	Appia (215)	Ferry	(8,000)	360.58 × 62.95 × 37.58 (14.5)	17.5	Tw.-scr. diesel	6,500	Fiat	Cant. Nav. Breda
May —	Canada S.S. Lines	Fort Chambly (169)	Bulk carrier	8,000 (6,000)	441.33 (462.95) × 56 × 32 (23.67)	17	Four 7-cyl diesels	6,000	Fairbanks Morse	Collingwood Shipyards
June 1	Hagb. Waage, Oslo	Radny (758)	Tanker	34,100 (27,750)	652 (685.95) × 86 × 47 (34.9)	16	10-cyl diesel	12,500	Shipbuilders	Gotaverken

* Launched as Iliri for Barthold Richters

MARITIME NEWS IN BRIEF

MR JOHN M. HOULDER has been appointed chairman of Houlder Line Ltd in succession to Mr Walter C. Warwick who is relinquishing his directorship of the company on June 30. Mr W. C. Warwick has agreed to accept an appointment as president. Mr Cyril W. Warwick has been appointed deputy chairman and Mr D. A. Eaton has been appointed a director.

SIR W. NICHOLAS CAYZER, Lord Rotherwick, Mr J. A. Thomson and Mr G. F. Bedford have joined the board of Hector Whaling Ltd in place of Sir George Binney and Mr R. de B. Trouton who have resigned. Sir Nicholas has been appointed chairman and Lord Rotherwick and Mr I. T. Morrow have been appointed joint deputy chairmen. Mr J. R. Young will continue as managing director.

MR G. C. L. THOMPSON and Mr R. P. Key have resigned from the board of William Doxford & Sons Ltd, and Sir H. W. Smith, chairman of Sunderland Shipbuilding, Dry Docks & Engineering Co Ltd, and Messrs A. J. Marr and R. C. Thompson have been appointed. Sir H. W. Smith has been appointed deputy chairman of Doxford's.

MR C. W. PETERS, a director of MacAndrews & Co Ltd, is to retire. Mr J. H. Dempsey, secretary of the company, is also retiring. Mr A. L. Billington, Mr P. B. Larsen and Mr G. C. I. Holdsworth, directors, have been appointed managers as from July 1. Mr D. R. Thomas has been appointed secretary, and Mr F. H. Musto has been appointed chief accountant as from July 1.

SIR EDWARD FERGUSON and Mr S. J. L. Egerton have been re-elected chairman and deputy chairman of the Phoenix Assurance Co Ltd.

MR DOUGLAS SMITH, chairman of Sir William Reardon Smith & Sons Ltd, Cardiff, the management company for the Reardon Smith Line Ltd, has died. He was the son of the founder of the firm, the late Sir William Reardon Smith, and had been connected with the firm since 1912.

CAPTAIN G. S. GRANT has been appointed master of the Royal Mail liner *Amazon*.

MR E. B. AUGOOD has been appointed works manager to Ultra Electronics Ltd.

MR C. S. PORTER is to retire from the board of Alexr. Howden & Co Ltd at the end of the month. Mr J. E. Crockett and Mr M. J. W. Connolly are being appointed directors.

MR J. J. TAYLOR, at present general manager and secretary of the Workers' Travel Association, has been appointed a member of the Air Transport Licensing Board and to be deputy chairman of the Board.

LAUNCH OF THE "GULF DANE"

The 40,000-ton turbine tanker "Gulf Dane" was recently launched by the Furness Shipbuilding Co Ltd for Britama Tankers Ltd, an affiliated company of the Gulf Oil Corporation. Shown above on the launching platform are the sponsor, Baroness Wedell-Wedellsborg, with her husband on the left. The Baron is County Governor of Soro, Denmark. To the right of the sponsor, Mr W. T. Butterwick, managing director of the Furness Shipbuilding Co Ltd, is in conversation with Mrs R. G. Martin, wife of the manager of the transportation department of the Gulf Eastern Company, and Mrs Butterwick. A sister ship of the "Gulf Dane", "Gulf Briton", was described in THE SHIPPING WORLD of March 29. The second vessel of the class, "Gulf Scot", is at present fitting out at the yard



CAPTAIN T. W. STEVENS has been appointed commodore of Royal Mail Lines Ltd. He joined the company in 1917 and subsequently served as third officer, second officer and chief officer before being mobilised for war service in 1939. He served in the R.N.R. from 1927 until 1956 when he retired with the rank of Captain. He has commanded many Royal Mail ships including "Lombardy", "Pardo", "Loch Garth", "Darro", "Drina", "Loch Ryan", "Empire Ken", "Loch Gowan", "Highland Brigade" and "Highland Monarch". He is at present in command of the "Aragon".



MR J. E. MORGAN, general manager, and Mr A. Foulds, joint general manager and secretary, have been appointed to the boards of Prince of Wales Dry Dock Co, Swansea, Ltd and Port Talbot Dry Dock Co Ltd.

THE HOLLAND-AMERICA liner *Nieuw Amsterdam* will go into dry dock next October for a major survey, during which time she will be converted into a two-class vessel—first and tourist class.

* * * *

OVERSEAS visitors to Britain in March numbered 97,980—39 per cent more than in the same month last year. The number of European visitors increased by 56 per cent to 53,210; visitors from the United States numbered 18,786—an increase of 32 per cent; Central and South American countries registered a 38 per cent increase. The March figures brought the total number for the first three months of the year to 218,900—an increase of 24 per cent compared with arrivals in the same period in 1960.

AGREEMENT has been reached by the Gas Council, Conch International Methane Ltd and the French authorities responsible for the development of the Hassi R'Mel gas field in the Sahara, on the terms of a contract under which liquid methane could be supplied from North Africa to Great Britain. The scheme provides for the importation of about 350 mn therms (about 700,000 tons) of liquid methane per annum from Port Arzew, near Oran, to Canvey Island. Two ships, each with a capacity of 11,000 tons of liquid methane, would transport the gas. They will be built in British shipyards.

ORANJE LINE's new liner, the 8,700-grt *Prinses Margriet*, will make her maiden voyage from Rotterdam on July 15 via Southampton and Le Havre to Montreal and the St Lawrence Seaway to ports on the Great Lakes. Chicago will be her final destination on August 4.

THE ST LAWRENCE SEAWAY entities have released the first preliminary statistics for the 1961 navigation season, which commenced April 15. Initial returns for the month of April 1961 compared with the complete statistics for the same month in 1960 reflect a cargo tonnage increase this season of 36.8 per cent from 858,316 tons to 1,173,922 tons for the Montreal-Lake Ontario Section. For the Welland Canal Section, a decrease of 4.3 per cent in cargo tonnage from 1,963,837 tons in April 1960 to 1,878,566 tons in April 1961 is recorded.

A PLAN to make Newport, Mon., one of the most important iron ore ports in Britain is being considered by the British Transport Commission and Richard Thomas & Baldwins Ltd, who are building a large steelworks near the town. At present ore carriers of up to 23,000 tons can berth at the docks and a scheme to deepen the entrance channel and docks to take ships of up to 30,000 tons is being considered.

* * *

THE Cunard and Anchor Lines are inaugurating a new cargo service from London via Havre and Glasgow to Philadelphia. The service will be operated by the Cunard Line's new ships *Alaunia* and *Andania*, and by the Anchor Line's *Sidonia*, now on her maiden voyage. The three ships will sail every two weeks from London, Havre and Glasgow to New York and Philadelphia.

NEW EXCURSION FARES by sea to the United States and Canada, giving a 25 per cent reduction off the outward and homeward single fares, are to come into operation on November 1. They will be available on all ships of the member lines of the Atlantic Passenger Steamship Conference for passengers sailing outwards between that date and 28 February 1962.

THE ITALIAN MERCHANT FLEET had 3,831 ships totalling 5,343,964 grt on March 31. The total was made up as follows: powered vessels over 100 tons, 1,341 totalling 5,246,304 tons; powered vessels under 100 tons, 1,914 of 63,101 tons; motor

MR D. M. WAIT has been appointed general manager of the Ouse Shipbuilding Yard of Cochrane & Sons Ltd, Selby, Yorks. Mr Wait served an apprenticeship with the Fairfield Company and followed this with a period in the drawing office of Charles Connell & Sons Ltd and the Caledon Shipbuilding & Engineering Co Ltd. He later became repair manager with Alex. Stephen & Sons Ltd, and shipyard manager with Wm. Hamilton & Co Ltd. Before his new appointment he was production manager and a director of the St John Shipbuilding & Dry Dock Co Ltd, New Brunswick, Canada.



sailing vessels, 502 of 32,948 tons; and sailing boats 74 totalling 1,611 tons.

THE PROPOSALS for the merger of William Doxford & Sons Ltd and of the Sunderland Shipbuilding Dry Docks & Engineering Co Ltd have been approved. It is expected that the change of name of Doxford to The Doxford & Sunderland Shipbuilding & Engineering Co Ltd will become effective on June 14.

THE SCHEEPSWERF WELGELEGEN, Harlingen, has begun an expansion scheme to enable the yard to build ships of up to 2,500 tons.

THE £2,000,000 scheme for the modernisation of Hartlepool Docks is scheduled for completion in September. The first vessel to use one modernised jetty in Union Dock has unloaded a cargo of Canadian timber.

ELLERMAN'S WILSON LINE, Svea Steamship Company and Swedish Lloyd have decided to establish a regular line from Felixstowe to Sweden.



CHIEF DRAUGHTSMAN RETIRES

Mr A. Harrold, chief draughtsman of the North Eastern Marine Engineering Co Ltd, retired at the end of last month. He started his apprenticeship at N.E.M. in 1913 and subsequently transferred to the drawing office, becoming assistant chief draughtsman in 1948. He was appointed chief draughtsman in 1951. He was closely associated with the company's diesel engine programme from its inception in the early 1920's and with the production of the N.E.M.-Gotaverken engine. He is seen here with Rear-Admiral J. G. C. Given, managing director of the Marine Division of Richardsons Westgarth, at a farewell ceremony.

FIFTY YEARS AGO

From THE SHIPPING WORLD of 14 June 1911

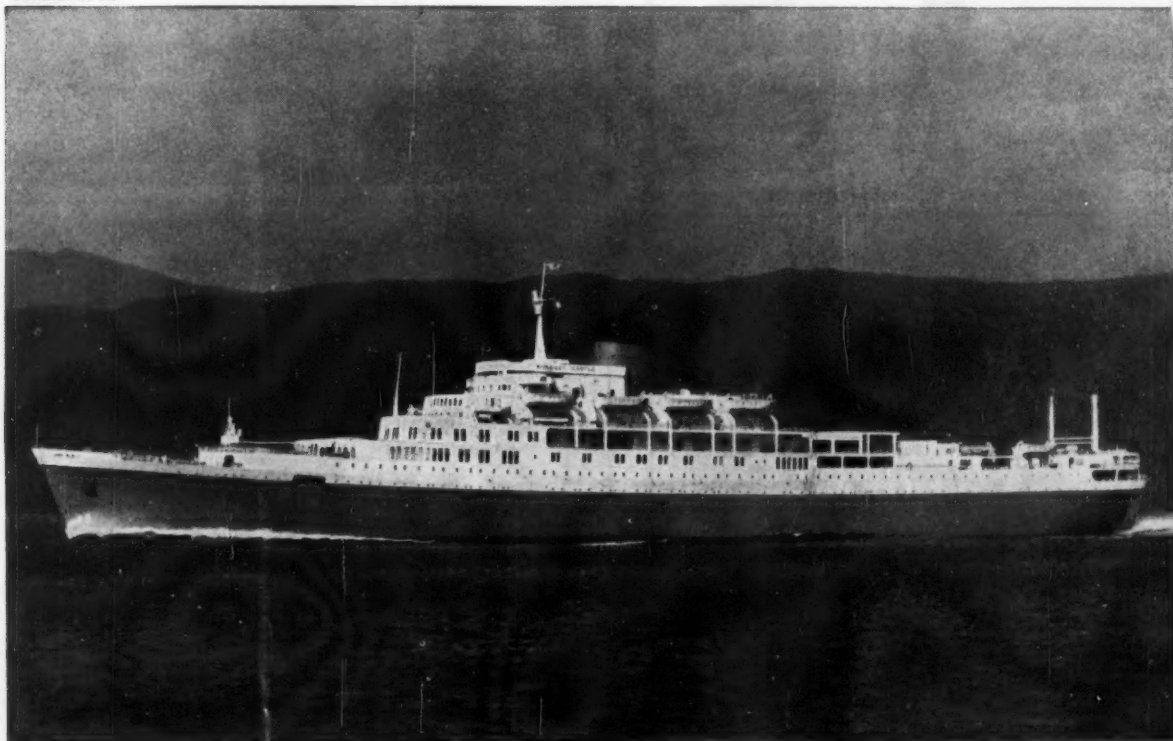
The *Olympic*, we may recall, is the first of two great liners to be built and completed at Belfast by Messrs. Harland & Wolff Ltd., for the White Star Line's Southampton-New York service. Launched on October 20 last, she has been fitted in marvellously short time when we consider her size and class; and when she sails today (Wednesday, 14th inst.) on her maiden voyage, her passengers will travel on a ship that is complete to the last degree. Here are some of the leading dimensions. The length over all is 882 ft. 9 in.; the extreme breadth is 92 ft. 6 in.; and the total height from keel to navigating bridge is 104 ft. The load draught is 34 ft. 6 in., sufficient to seriously restrict the number of ports she can enter with safety. The gross tonnage is about 45,000 tons, and the displacement about 60,000 tons. The i.h.p. of her reciprocating engines is 30,000 and the s.h.p. of her turbine 16,000. A speed of over 21 knots and probably nearer 22 may be expected—a speed that enables the passenger to cross the Atlantic comfortably within a week without any suggestion of hustle about the voyage.

The P. & O. Company's steamship *Medina*, which is to convey the King and Queen to Bombay in November on the occasion of their visit to India for the Durbar, underwent on Friday and Saturday, 9th and 10th inst., a series of steam trials on the Clyde with entirely satisfactory results. She is a fine vessel of 12,500 tons gross register, with two sets of reciprocating engines developing 16,000 h.p. Her length is 560 ft.; her displacement, 18,700 tons. She and her sister ship, the *Maloja*, which has been specially assigned for the conveyance of passengers to India attending the Durbar, are the largest steamers yet built for the P. & O. Company.

shipshapes...

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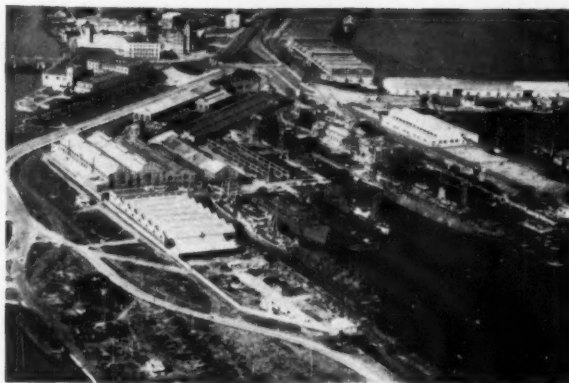
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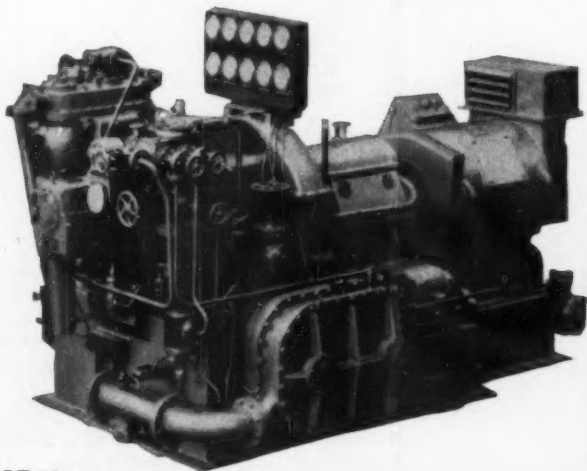
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